THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



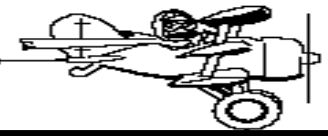
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2007-7 (Nov-Dec)



PONDERINGS DEP'T

Wow, time doesn't fly when you get older....it screams...summer is over and we are moving inside!

The "Gas Attack sort of went kafutz and Dave proposed holding the prize money over to some other special event..perhaps at the RMC's.

Walt Ghio is proposing a collective F1C event for all those guys who fly "old" F1C and keep up financially….or politically…(Ken?)

Sad news..Walt Rozelle died. A really great person and long time free flighter, and Digest Editor. He will be missed.

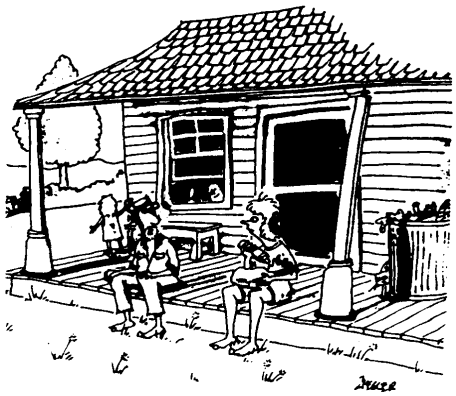
Al Yuhasz "retired" his duties as the WOTR coordinator. Steve Smith may be picking up the reins….more to come.

Finally got to the NATs after some 20 odd years… Cass's first one….more to come, I hope!

The MMM website "themmmclub.com" has a new look…a work in progress, comments appreciated!

November 18th Indoor Contest
December 8th Annual meeting (checkbooks!)
New officers are needed!! (position has privilege, you sit in front)

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



Ma….. I must have slept thru somethin'! Aren't we supposed to have more trophies on the mantel?

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

TO JOIN THE CLUB OR SUBSCRIBE

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

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Newsletter & Other Stuff:

Rick Pangell 303-798-2188

Flying Field Weather Line: 303-766-0020

NEAR TERM EVENTS:

MMM MTG!	**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**. More info later**
NOVEMBER 18	**INDOOR IN THE SPRINGS**
DECEMBER 8	**ANNUAL MEETING Location for Annual Meeting, Saturday, Dec 8, 2007. Bennett's Barbecue, 3700 Peoria St, Denver. Tel (303) 375-0339. The meeting will run from 12:00 -4:00 pm.**

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

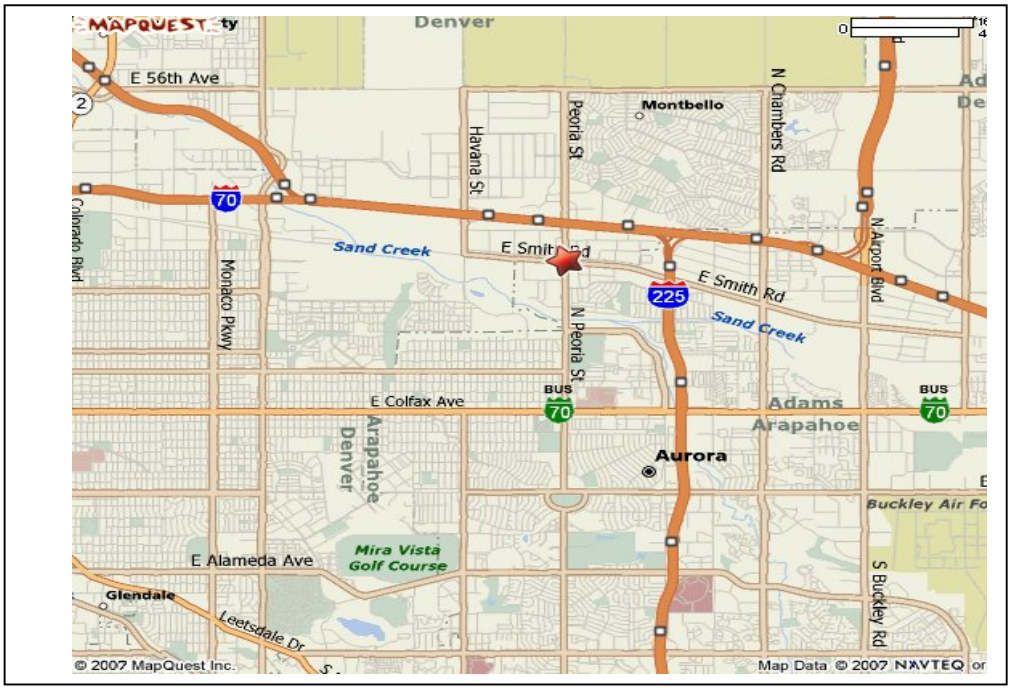
PREZ SEZ…, November 2007
Pete McQuade (Current Prez)

Well, the outdoor season has just ended, and the indoor season is about to begin. It's also time to get ready for the MMM **Annual Meeting**. This year, it will be **Saturday, Dec 8, 12:00 – 4:00 pm.** Please note that the venue has changed this year. Because the Bennett's Barbecue in Lonetree has closed, we'll meet this year at the **Bennett's at 3700 Peoria St in Denver.** It's just south of I-70. Please see the attached map. I tried to find another suitable, available location closer to the south side of Denver, but was unsuccessful.

Come on out for an afternoon of good food, great company, spellbinding stories from the past flying season, and a bit of club business. We'll set the 2008 contest schedule, discuss the state of the flying field, and address the fortunate, but pressing issues raised by the success of our two major outdoor contests, the FAI Annual and the Rocky Mountain Championships. Those contests have, happily, grown to the point they require more manpower to run. Free flight is thriving in the Mountain West, and we're lucky to have a corps of enthusiastic volunteers to keep it going strong. If you haven't helped out with these contests in the past, please consider doing so this year.

And we'll also have the election of club officers. There's a special need this year. Normally, the vice president serves for two years, "shadowing" the president, then runs for president. However, Mel Gray, who has served outstandingly as our VP these last two years, will be unable to run for office this time, due to other pressing commitments. And I'm at the end of my two-year term limit as president. So, **if you're interested in running for one of the three officer positions** (president, vice president, secretary/treasurer), **please send me an e-mail** at: Pete.McQuade@cos.srs.com. We'll make sure your name is placed in nomination at the Annual Meeting. Don't be shy. The MMM is blessed with an excellent depth of leadership talent, and we need to tap that talent, to remain the vibrant club we are. But even if you're not an elected official, you can still be a leader-from-within. Many of the best ideas this club has pursued have come from individual members. That's a sign of a healthy club. If you'd like to find out more about what's involved in being a club officer, please feel free to call me on my cell phone at (719) 433-5346. Or talk to any of our other current or past officers, such as Don, Murph, Chuck, Mel, Rick, or Ken.

Well, it's a good day for building, so I'll get back to my workshop. See you at the Annual Meeting! Here's a map:



TIM BATIUK'S DEP'T
A Truly Magnificent Mountain Man!

On October 6 Tim set out to win HLG at a contest at Lost hills and in the process he smashed the current HLG record of 25:50 with a truly magnificent effort. Flying his Turn-up glider, a 36 inch wing span machine he posted a string of 21 maxes! The previous record was a string of 12 maxes and Tim came close to doubling that performance.

Congratulations to Tim for this great accomplishment.

Jerry Murphy
Chair FFCB

Here's Tim at the NATs with the TGD trophy. This year he won every major event he entered except the SWR: the USFFC, NATs, MMM 14-rounder. (The good news, he won….the bad news, he has to carry the trophy!)



For those who don't know the story Tim started flying DLG's last December at the AZ Champs. I watched him with his first DLG-- he was not doing well at all. So for the next four months Tim immersed himself in building DLGs and practicing at least once a week. Thousands of launches later he was the best in the USA. He did 11 maxes at the USFFC in May then a month later in Denver he did 11 maxes again. An awesome competitor!

Unfortunatly, a copy of the record application could not be published in this issue

SEPTEMBER CONTEST REPORT
Jackson Ivey-CD

The weather was less than favorable for the September contest. The wind blew all day long. BUT! Roland Solomon brought out a couple of his young friends, D'Mitrie and Jamie Collins, to put in some pretty impressive flights. Considering the weather conditions (and, I hope I was that cute at that age) the two boys flew since they didn't know any different, and of course the stalwarts Dondy D and Neil Myers got in some flights. Another positive occasion was that RJ and Bobby Hanford on the field. Not being deterred and being the usual FF'rs we are, we picked their brains for whatever information we could glean from truly two masters of the sport. The good news is mosquitos cannot fly in that wind…at least for any reasonable damage. So, we had the last laugh on them, at least this time.

SCORES:

HLG:
Neil Myers – 39,24,13 = 86
Jaymee Collins – 14, 12, 11 = 37
D'Mitrie Collins – DNF

2 Min Combo:
Don D – 52, 1 = 53
D'Mitrie Collins – 6,2,3 = 11

NOVEMBER CONTEST REPORT:

Bright blue skies, lots of action in the glider pen, good Frito Pie lunch, but too windy for anything else.

MOVING INSIDE DEP'T

Well another indoor season at C.S. Auditorium is just about upon us. Our first meet of the season is Sunday, November 18th, 9am-5pm as usual. The rest of the season is going be a little different than past years. We are going to have to move the 2-day meet "Pikes Peak Ceiling Climb" to Jan 5-6 (Sat-Sun). This is because of tight bookings at the Aud. This was the only 2-day weekend that was open in Jan. or Feb. We wanted to hold the PPCC at the end of the winter season like we did last year but that weekend (4th in March) is Easter weekend in 2008.

We'd like to have a third meet (another regular one-day meet) at the COS auditorium but we only have one choice as far as a date: March 22 (Saturday). This, unfortunately, is Easter weekend. Is this okay with you guys?

Please get back to me and let me know if you won't be able to make the March 22 date—or if you'd simply prefer not to fly that weekend. We won't schedule a meet that weekend unless a majority of people confirm that they can make it.

Also, please give feedback on improving these indoor meets. As always our goal is simply have as large a turnout as possible with maximum enjoyment for all.

It is hard to believe but Indoor season is nearly upon us! Write down these contest dates and keep them handy. We are going to have 3 contests at the COS Auditorium this year. Unfortunately the venue wasn't available for a fourth date in February.

COS INDOOR SCHEDULE

- **November 18 - Sunday 9am-5pm. AMA sanctioned, NFFS National Cup sanctioned.**
- **January 6 - Sunday 9am-5pm. Possibly sanctioned--TBD.**
- **March 22-23 - Sat./Sun. 9am-5pm. 2nd Annual "Pikes Peak Ceiling Climb" Regional Indoor Champs. *The Big One!* AMA and NFFS NC sanctioned. Two full days of flying!**

All three meets will have the regular MMM lineup of events: HLG, Std. CLG, Unlimited CLG, FAC No-Cal, FAC Peanut, FAC WWII No-Cal Mass Launch, Pennyplane/F1M combined, Ltd. PP, F1L, Easy B, Ministick, A-6, Junior rubber, Junior Glider. The PPCC will probably add 2-3 additional events.

All three meets count for the two MMM season champion awards: Indoor Rubber Champ and Indoor Glider Champ. Scores from Indoor HLG will also count toward the overall HLG championship--the Cliff Reed Memorial Trophy. The Nov.18th date counts toward 2007 season points. The January and March dates count for 2008 points.

The inaugural DeLoach Appendix Buster Award is in the offing. Loudest groan wins it, and/or quickest trip to the ER after throwing IHLG and eating a calzone the night before (rounded down to nearest hour).

Thanks, Don…

MAXING ABOUT DEP'T

Hi Don,
How did the SAM Champs go?
Jerry Murphy

Fun! A couple of days were perfect and a couple half perfect/windy afternoons. Highs in mid-eighties and cool mornings. 100% sunny 'til Thursday.

Herb retained the Rubber championship by one point! Carl Redlin bombed out in 8 oz. Wake when his model exploded in midair. Then Carl tried to score at least a fifth for one point in HLG but only got 7th. Leave it to SAM to include HLG as one of the events in the "Rubber Championship"!!

Herb got first in 8 oz. over JO'R, 2 300's plus a 3:49. Jim won Commercial Rubber and Nos Wake. He had a great meet. Put up his last flight

Nobody maxed out 3x300sec in any of the events. Tough to attain in that bizarre dry lake air. Still, I had several big thermal flights including one in HLG.

CDs tried to cancel the flying on Tuesday afternoon when the wind came up to 10-20. I said, "No you will not, there are guys waiting to fly!" They got real upset but Herb still had two flights to go in Commercial Rubber! Unbelievable. BTW They relented, Herb flew, I chased through terrible dust and rough volcanic ground to the West. His flight was a huge one—about 6 min to the ground—but the timer only had him in sight 'til 1:45! Bummer.

Redlin won Small Cabin and Small Rubber Stick. His Gollywock is absolutely incredible. He said it weighs only **40 grams**; flies with 14 strands x 1/8"! Back to the building board!!

I'm not sure if Lovins placed in Nos (Ramrod) or OT Gas (Kerswap). He dropped a max in each I believe but his models flew really well. 5 min maxes are super-tough.

I had a lot of bad luck but still finished 2nd in Nos Rubber, 4th in 8 oz. Wake, 3rd in HLG, 5th in Catapult. Had some ridiculous things go wrong like a bunched motor/locked prop right after launch with my Gollywock. On the Korda Wake my wing popped off its mount and shifted CG back at ROG, producing a nose-down glide on one flight each in Large Cabin and 8-oz. All other flights in those events were maxes (300s). Too bad as my Korda was trimmed to perfection and was getting as high as any I saw.

Stan B. discus-launched a Hervat OTHLG to first place! Launches were no higher than javelin though. Stan also had an awesome twin pusher that I think won the Mass launch at just under three minutes.

Thermals,
Don

PROMOTIONAL DEP'T

It's that time again for us to plan for the Aero Modeling Expo at Wings Over the Rockies Museum. The date is Feb 9 from 10:00 - 4:00. Last year there were over 300 models from 17 different clubs plus several hobby shops and other aviation groups. It was covered by Fox Channel 31 and the organizer, Mile High R/C, is working hard to grow this into a nationally known expo. A few of our guys made demo flights with indoor models. I sent Mile High a message to find out about reserving tables. Do we want separate tables for the outdoor and indoor models? We will need our tables manned throughout the event so please advise when you would be available. Anyone bringing models will get free admission. Last year we had nine or ten club members participate.

- Chuck

(Follow Up…. Jim Whelan is greasing the skids)

TINY BUBBLES DEP'T

This is lifted and edited from the "Thumb Print" for Metro Atlanta Area
Dave Mills, editor…

I've been using Mylar for years. Other than the loss of some torsional strength, it's far superior to tissue in all other aspects. However, it does require an additional skill set, but remains fairly easy to learn with a little practice.

One problem that continued to plague my efforts, particularly with the ¼ mil, is the formation of bubbles under the Mylar at the trailing edge when heat is applied. Well, I've learned two things recently that have lessened this problem. First, I switched to Velcro Adhesive in the squeeze tube from Sig Stix-It in the can as an adhesive. The "stick 'um" element seems to give off fewer vapors under heat than my old standby of several years. You can find it in a 1 oz., white/orange tube at good fabric stores. It lasts forever in the tube. Thin it a ton with nitrate thinner. You don't need much, but hit the rib undercamber twice to be sure.

The bubbles became even less of a problem when I started spraying all my bare frames with clear lacquer from a spray can prior to covering. Down here in Georgia we have extreme humidity changes and I've come to assume some of my warping is caused by it. The spray lacquer seems to do a better and lighter job than brushed nitrate with better sealing and less over-slop and it dries faster. Also, lacquer raises the fuzz on balsa better than nitrate and is a great prep for all finishes on balsa.

BTW: The cheapest source of high-quality spray lacquer is the old Aqua Net hairspray in the big howitzer rattle can. The smell doesn't last very long. (And for a while at least, the room smells like the old Southern matriarchs of your youth.) You can find it at most beauty shops and drug stores, right next to the blue rinse. Look for it the next time you go in to stock up on emery boards.

“NEW” POWER EVENT DEP’T

From: Walt Ghio f1bwalt@comcast.net

For the 2008 Big Al’s and 2008 Livotto contests we will be adding a new event. This is for FAI Power models from 1951 to 1979. Many flyers have talked about having an event for these years. I have decided to end the time period at 1979 because bunting models appeared during 1980 and aluminum models also appeared. The listed rules have been structured to keep the history of the models and also allow a lot of options for the flyer to use modern materials, timers, etc. This event will be run along with the F1G,H,J events and use the five round format. If you are interested in the rules, send me an e-mail and I will forward you a pdf file of the rules.

1951 to 1979 FAI Power Event

Rules listed below are for 2008 Big Al’s and 2008 Livotto contest October 24, 2007

FAI Power Rule History:
1951 - 1955 Maximum engine displacement 2.5 cc. Fuselage X Section= total area / 80. Minimum weight, 200 grams per cubic centimeter. Maximum 20 second motor run, any fuel. Minimum surface loading, 12g/sq dm. Rise off ground.
1956 – 1957 Minimum weight, 400 grams per cubic centimeter. This rule did not go over well with the flyers and to my knowledge was never used. For this time period we will use the 1951 to 1955 rules with no cross section rule.
1958 - 1960 Current weight requirements instituted. Minimum weight 300 g/cc of engine displacement. Minimum surface leading 20 g/sq dm. Maximum 15 second motor run, any fuel.
1961 - 1965 10 second motor run, any fuel
1966 - 1970 10 second motor run, tuned pipes allowed, 80/20 alcohol fuel only
1971 - 1974 10 second motor run, tuned pipes banned, 80/20 alcohol fuel only
1975 - 1979 7 second motor run, 80/20 alcohol fuel only

Rules

The idea for this set of rules is to let the flyer participate in the contest with his favorite model from a given year with a motor from the same time period. The flyer would then use the set of rules that governed that time period and fly against other flyers who have picked a model from a different year with a different set of rules.

Over the years, the FAI rules have been adjusted to keep the model performance set to the three minute max. A Frisco Kid from 1954 using a Torp 15 with 20 seconds of motor run should be equal to a 1975 Summerwind / Rossi 15 combination with a 7 second motor run. Only time will tell if this is true. Please do not put a Rossi in a Frisco Kid. You will not be allowed to fly.

Motors:
1951 - 1959 engines ..... K&B, OS Max, Cox, diesels of the time period, etc
1960 - 1969 engines ..... OS Max, Super Tiger, TD’s, K&B 64 Series, etc
1970 - 1979 engines ..... Rossi, Cox Conquest, Cossi's, etc

The power of 1960 engines required the motor run rules to be changed from 15 seconds to 10 seconds. Any entry with a G20 or G15 Super Tiger will be required to use a 10 second motor run. All pre 1960 Super Tigers will be allowed 15 seconds of motor run. The Rossi will be allowed to use both the 10 second and 7 second motor run depending on the model selected. Tuned pipes will be allowed on a Super Tiger, Rossi or any other engine that used a tuned piper for the 1966 to 1970 time period. No Nelson’s or VE’s along with any other engines produced after 1979 will be allowed.

Models:

We are fortunate that so many designs are available to pick from for this event. Zaic’s books, Aero Modeller, Free Flight News, the National Free Flight Society Digest / plan service along with AMA’s plan service have many plans for models of this time period. If your selection is an original design please supply plans / photo’s of the original model. I will not have a list of models for the 1951 to 1979 period. If you select a model that is not in one of the above sources please supply a published three view or original plans. Motor mounting does not have to follow the original design. George French used a cast aluminum motor mount on his Night Train. If you decide to build a Night Train and have one like it please use it. If you cannot find one on E-Bay or one from a fellow flyer, replace the mount with an aluminum plate. Any glow plug may be used. Any propeller may be used. Any timer may be

used. Flood off and prop brake will be allowed for all models along with any style of fuel tank.

Wings and stabs must be covered if original design had open structure; not replaced with sheeting. Sheeting must be used on the wing and stabilizer if the original design used it. No restrictions on covering material: Mica film / modern film may be used in place of tissue, silk, etc.

No aluminum / carbon D-box construction will be allowed on the wing or stab. Carbon spars and carbon-capped ribs will be allowed. No carbon only TE's will be allowed. Balsa / carbon TE's are allowed.

Modern fuselage construction will be allowed for any model that you select that used a rolled tail boom on the original model. If the model you selected used a box style construction for the fuselage then you need to copy this construction.

No bunting is allowed. All models will be hand launched.

This will be a five round contest with no reduction in motor run for flyoffs. Flight times will be increased for the flyoffs.

Walt Ghio
209-478-8225
f1bwalt@comcast.net

CREDIT WHERE CREDIT IS DUE DEP'T

This is also lifted and edited from the "Thumb Print" for Metro Atlanta Area
Dave Mills, editor…

"EXPRESS YOURSELF

There's a fresh batch of rules change proposals up for review and vote. None are trivial and none are poorly worded. Some you've seen before; one attempts to un-do a recent rules change; and a few make too much obvious sense to sit on the other side of. I'll (Dave Mills) introduce each and make an attempt to present the logic behind each. For most, I'll venture one man's opinion.
Read over the following summaries and ponder thereto.
Contact Jerry Murphy, our District V Free Flight Contest Board member.
Jerry can be contacted at:
HT9 Via Escondido Valle
Manitou Springs, CO 80829
Ph: 719-685-3766
Email: JB_Murphy@msn.com .
The committee is voting at the end of November.

OFF-09-1, 6, 7

These three proposals deal with the desire to change the gas power events back to the separate 1/2A, A, B, C, and D classes. They vary in the details. A recent rules change collapsed the categories into fewer numbers. The rationale was to improve competition by increasing the number of entrants per event. Opinions vary as to whether this happened or not. Submitted by Faust Parker and James Grove.
I don't fly gas, so this one doesn't blow up my skirt one way or the other. Whatever improves flying and participation—you decide. I'm for anything that puts more people on the flightline and models into the air.

OFF-09-2

This proposal seeks to remove the limitation on the number of models you can fly in an event. The present limit is two. This one has been on the books for ages and I believe the old rationale was to prevent a contestant from not having to retrieve his models. This made sense in the past when we had very long maxes and contests were won with relatively fewer flights than now. The submitter points to the problems of our modern era with extended fly-offs and the contestant being knocked out of contention by lost or crashed models. This change would, however, favor those modelers with multiple models per events and tend to reward the feverish builders out there. Submitted by Faust Parker.
I don't know exactly where I fall on this one. Without getting too lawyerly, I'd fall on the side of increasing flying on contest day and nix the present limitation.

OFF-09-3
This proposal seeks to redefine the rubber size rules in catapult glider to allow the use of rubber strip other than ¼ inch, or practically speaking, to allow the use of an equivalent amount of 1/8 inch strip. Loop length would remain the same. Submitted by Faust Parker.
Who could argue with this? Yes, yes, yes.

OFF-09-4
This proposal will, if passed, remove the Builder of the Model (BOM) for the outdoor free flight events. Outdoor free flight scale and all the indoor events will be unaffected. The submitters see the requirement that modelers build the models they fly to be a severe deterrent to participation in our present times. They also see the present BOM rule as poorly written, inconsistent, and unenforceable, as well as not being actively enforced anyway. They also think the availability of bought or given models and those of deceased friends could markedly increase number of fliers at contests and overall fun flying. Submitted by Jim Juhl and so-signed by Hank Nystrom and your trusty editor.
(Personal Soapbox: The BOM issue has been kicked around for years and every free flighter has an opinion about it. Mine is it's time for it to go, as it has in every other aspect of model aviation, save some types of scale modeling, indoor free flight, SAM free flight (but not RC SAM), and some limited types of control line competition.
The organized hobby and sport of free flight is dying a slow death. The numbers don't lie. The only thing the BOM does is preserve the present contest environment, which ain't that great. Don't get nostalgic for the past; it was decades ago. Membership in the NFFS is in slow decline; there's a national shortage of flying fields, regional and local; most free flight clubs aren't growing; contest participation is in slow decline nationally; our cottage industries aren't making anybody prosperous. The degree of pre-fabrication apparent in our modern kits makes a mockery of our rickety and patch-worked BOM rule. It's not the 1950's anymore; people just don't have as much free time as they used to have for building model airplanes. Exactly how much of the status quo is worth preserving? The original purpose of the BOM was to keep parents from building the models of their children—at the present time, shouldn't we be encouraging families to build and fly models together?
The free flight community really needs to ponder the implications of continuing to keep the BOM in place. It does little to encourage the building and flying of free flight models. Rather, it presents significant barriers to participation, particularly to newcomers. Wanting to preserve the BOM just because you think somebody might beat you in a contest next year with a model he or she bought or was given to them is the height of selfishness in free flight's current operating environment. Look beyond yourself and just give it up.
Having said that, however, let me assert removing the BOM isn't a cure-all, as some think. It is, however, one of several changes we can make to incrementally increase our numbers, something we desperately need to do. Specifically, the NFFS's present membership of 1400-odd souls just isn't viable for the future. Heaven forbid, but it might even be too late.)

OFF-09-5
This proposal seeks to allow proxy flying in contests, as it once was. The submitter feels there are opportunities to increase competition flying via proxy, particularly at regional and national contests. This would, in turn, encourage building, too. For example, a flier with a stable of gas models who can't make the Nats can give them to a friend to fly in his stead. Another example is the opportunity for our retired members with mobility issues who are still active builders to loan their models to those OFB's still able to travel and compete. Two-man, builder/flier teams are very common in other types of model aviation competition. Submitted by Gil Morris.
I'd vote yes, yes, yes, for this one. Anything that can clearly encourage the building and flying of free flight models is a good idea in my book.

OFF-09-8
This proposal seeks to limit the wingspan of HLG's to one meter, approximately 39 inches and change. The submitter sees the inevitable adoption of the discus-launch technique as near universal and having a positive

effect on participation. However, he sees a danger in an inexorably increasing wingspan, such that larger models, having an innate aerodynamic advantage, will have a negative impact on participation, such models being more expensive and technically difficult to construct. Submitted by Art Ellis.
I don't know what to think about this one. I certainly think well of the discus-launch trends and look forward to doing it myself. I guess I just don't see where we have a problem to be fixed yet. I say table the proposal at this time, let the models be flown formulae libre for a while, and see what develops. We can always change it later.

THE REAL FACTS: BUILD OR BUY?
I got curious and thought I'd take a look at the event participation at the last Nats in terms of those events predominated by models built by their fliers and those characterized as having large numbers of bought models. The results were revealing, although I don't content these results are definitive. I tried to go apples-and-applies, oranges-and-oranges, but only to a convenient extend. Ergo, feel free to argue.
Here goes, broken down by models being actually flown, not including entrants, from the 2007 Nats (note that my use of "junior" refers to the AMA age category, 0-to-16 yrs., not "kids".):

OVERALL PARTICIPATION

BUILT (JSO)		**BOUGHT (JSO)**	
P-30	32	F1A	24
Mulvihill	40	F1B	26
Moffett	22	F1C (blown out, 11 entered)	
1/2A Gas	19	F1G	14
AB, CD Gas	24	F1H	20
Classic Towline	21	F1J	11

Analysis needn't be paralysis. The basic fact blares out there is an awful lot of bought models being flown, and by extrapolation, many fliers don't mind flying purchased models. Plus, there are probably many other fliers who are potentially willing to fly proxy for their club mates or fly the models of their departed OFB's. Any stigma associated with such obviously isn't universal. It hasn't hurt anything and it puts fliers and models on the flightline. And somewhere along the way, somebody might make a few bucks. I see no harm in any of it.

JUNIOR PARTICIPATION

BUILT (J)		**BOUGHT (J)**	
P-30	7	F1A	6
Mulvihill	6	F1B	0
Moffett	0	F1C (ditto above, 0 entered)	
Classic Tow	3	F1G	1
1/2A Gas	2	F1J	2
AB, CD Gas	3	F1P	2
		F1H	5

Analysis needn't be paralysis. The basic facts on junior participation shift here and there and are a bit more opaque, and the inferences harder to draw. The availability of models off-the-shelf hasn't hurt, particularly in terms of towline events, with rubber-powered events apparently suffering in comparison. Although the opinion can't be held with the rigor of the previous table, you can't tell me our juniors are being hurt in any way.
Further, let me ask this question and I expect the readers to answer it honestly within your own heads: How many more juniors would be flying at the Nats if their fathers, uncles, and friends could give models to them? Frankly, if you think the answer is "fewer of them", you need to turn in your high school diploma or college degree. You want to get more juniors out to the flightline quickly? Give or buy them models, teach them how to fly them, and fix them when they crash. Nothing could be plainer. I'd bet some of them might be so intrigued they'd be tempted to build a few models in time. "

Indoor Free Flight!

With the Magnificent Mountain Men

Sunday November 18th, 2007

Flying site is the historic Colorado Springs City Auditorium, downtown, corner of Weber and Kiowa Streets – 37 ft. ceiling

Contest Directors

Rob Romash - 719-359-6999 - cgrain1@yahoo.com

Don DeLoach – 719-964-7117 – ddeloach@comcast.net

Flying Hours: 9:00 AM to 5:00 PM

(practice & fun flying during the contest is welcome but contest flights have right-of-way!)

Events: all Junior-Senior-Open combined unless otherwise noted. Note the launch windows—these times will be strictly enforced*

Launch Window	Events
9:00 AM – 11:30 AM	**GLIDERS ONLY** Hand Launched Glider - (J)(SO) Unlimited Catapult Glider - (J)(SO) Standard Catapult Glider - (J)(SO)
11:30 AM – 2:30 PM	**HEAVYWEIGHTS (model s heavier than 2 grams) (LIGHTWEIGHTS may fly at your own risk)** FAC Peanut Scale, FAC No-Cal Scale, P-24, Bostonian 7 gram, Junior Rubber (J) ****,** Limited Pennyplane, Open Pennyplane/F1M combined.
2:30 PM – 5:00 PM	**LIGHTWEIGHTS ONLY (models not more than 2 grams)** FIL(J)(SO), Easy B, Ministick, A-6.

* CDs may adjust window start/end times based on demand **Any rubber powered model, Juniors only (15 and under)

Important Information:

- The following events will be awarded NFFS National Cup points. Rubber: Limited Pennyplane, F1L, Ministick, Wright Stuff, Glider: HLG, UCLG, SCLG
- Link to AMA rules: http://www.modelaircraft.org/templates/ama/PDF-files/Rulebook/indorff.pdf
- Link to FAC rules: http://www.theplanpage.com/things/01facrules.pdf
- Link to NFFS National Cup rules: http://www.freeflight.org/competition/IndoorNationalCup/info.htm
- Entry fees: Open: $10 - unlimited events. Jr./Sr. $1 - unlimited events
- Awards: MMM season points, NFFS NC points, bragging rights, maybe some merchandise!
- Sorry, no RC flying
- Tables and chairs provided on site

FREE FLIGHT WITH AN ALTITUDE!

UPCOMING EVENTS

DATE	EVENT	FEATURE EVENT
NOVEMBER 18 (Tentative)	INDOOR IN THE SPRINGS	DeLoach Appendix Buster!!
DECEMBER 8	MMM ANNUAL MEETING 12:00 -4:00 pm	BENNET'S BBQ 3700 Peoria St, Denver. ¼ Mi. South of I-70 on Peoria Tel (303) 375-0339..

The Magnificent Mountain Men

6994 So. Prescott St.
Littleton, Colorado
80120

COLORADO FREE FLIGHT

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

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