THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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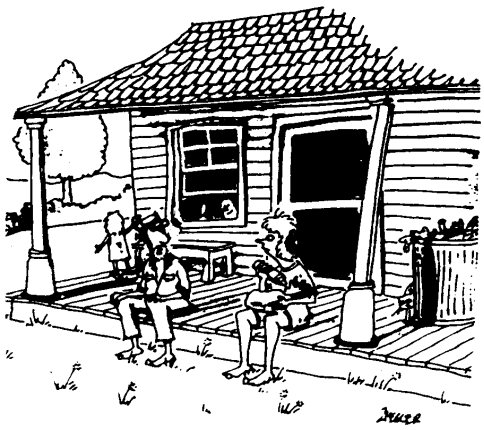
2022-04 (June)



PONDERINGS DEP'T

Lots of crammin' and jammin'…
Since the blowout in April there's been the May Scramble and the Indoor NATs at the Dome in Eager Arizona.
The NATs was a hoot… 46 flyers and many national records. The full NATs report will be in the digest so don't forget to keep your NFFS membership up to date!
Coming up is the Casino Cup in Wendover (2 hrs west of Salt Lake City), the June Scramble, the 14 Rounder and the Outdoor NATs in Muncie. Hopefully the gas prices won't keep you away as there is some pretty good flying to look forward to.

Look at your June Model Aviation on page 85… Jim Tiller AMA VP gives some kudos to the MMM Club.



"Ma …Model fuel is cheaper than gas!

"Ochroma lagopus in perpetuum"

Thermals! or heat from the lights, or whatever…

Rick

"The MAX-OUT" newsletter is printed "periodically" 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: $45
- Newsletter Subscription Only: $15
- Send $ to:
  Chuck Etherington
  33946 Goldfinch Dr.
  Elizabeth. CO 80107-7419

MMM Club Officers and Contact List

President:
John McGrath 719-963-9227

Vice President:
David Aronstein 316-821-5725

Sec'y / Treasurer:
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PR:
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Indoor Coordinator:
John Christensen

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Don DeLoach 719-964-7117

Club Points Monitor:
Jeff Pakiz 303-337-9188

Flying Site Oversight:
Chuck Etherington 720-201-6218

Newsletter & Other Stuff:
Rick Pangell 720-331-4319

Operating the club and providing you with great flying opportunities whether indoor and outdoor, it does cost money and we solicit contributions to help offset that cost. You can donate directly to Chuck Etherington or use the MMM Paypal opportunity noted below.

Motorcycle Use on the Field Policy:

Follow the roads wherever possible Take the shortest path possible to the plane in order to retrieve it. Avoid riding through noxious weeds.

MMM Now accepts "PAYPAL" for Dues, Contest Entry Fees, Etc !!

- Simply Log in to paypal.com (or create your own 'PAYPAL" account if you want)
- Click on "Send Money" in the upper menu bar
- In the "To" block, type in mmmffclub@gmail.com, the amount, and click the button "Services"
- In the next form where you confirm payment, in the Lower "Subject" and "Message" boxes state what the money is for… annual dues, entry fees and such

PRESIDENT'S PONDERINGS



John McGrath

How about a little looking forward and a little looking back? First, the field leases. That's right—plural! Thanks to the masterful work by Chuck Etherington, the MMM club has two new five year field leases—one for our home field at Lowry, and the other for land we've been investigating for some time down southeast of Colorado Spings on the Norris Ranch along Squirrel Creek road. Chuck has been working his tail off for months to bring these leases in for a landing, working with new players at the State Land Board (state and regional level), and cultivating professional and friendly relationships among all of those who contribute to the process. This has enabled the MMM club now to have what could only be described as an embarrassment of riches—two viable flying fields! Best of all, in view of the fact that we don't as a group fly in two places at once, Chuck made a reasonable and successful appeal to the land board to keep our total cost at the same level as currently. Chuck—a thousand thank yous!

Please look elsewhere in this issue for detailed information about using the southern field (where to enter, where to fly, etc.). At some point we'll have to commission it more properly, but as of this writing it's available as a practice field, somewhat in the same spirit as the old Edwards field. As new users, please be aware that—as with Lowry—we're not the only tenants. As we gain familiarity with the lay of the land—in all senses—we'll come to know who's who down there, just as we have over the years at Lowry, and of course, it's paramount that from the start we do what we do best—make respectful friends with whomever we encounter.

Coming Attractions—Let's see—we have the June Scramble on the 26th of June with Darold Jones hosting, and then our first major contest of the year is the 14-Rounder, which kicks off on Friday 8 July up on the F1E hill and goes through Sunday the 10th. The F1E event is a US Team Selection event, which is always exciting. Even though this is an FAI-centric event, all the usual AMA and NFFS events are offered as well, so please plan some excellent thermal-chasing at the field (the Lowry field, ha!) in July.

I'd like to put a plug for club member Jack Murphy's Casino Cup contest which is Father's day weekend (June 18-19). It takes place just outside of Wendover, Utah—or is it Nevada? Right there on the line. I flew it last year and enjoyed it very much. Jack puts a lot of work into running this contest, and he deserves boatloads of credit for pulling it off these last few years. Thanks, Jack!

Looking astern for a moment, we had a great showing down in Eagar, AZ, for the Indoor Nats, with half a dozen club members attending. The Round Valley Dome is always a blast to fly in, and all told the club took home something like seven or eight national championships? VP David Aronstein alone took at least four events. Please see better reporting in the NFFS Digest. Special thanks go to Tom Gaylor and Bruce Grawburg of Arizona for CD-ing and managing the event, and to Dave Lindley, our NFFS President, for putting on a fantastic show.

May Scramble Report

John McGrath

First, a mea culpa: I mistakenly permitted two versions of a final calendar to be in circulation, which led some of us to understand that the May Scramble date was the 22nd. In fact, at the Annual Meeting we'd moved it to the week prior in order to keep the weekend of the 22nd clear for travel toward Eagar, AZ, for the Indoor Nats. I apologize for what confusion this caused.

As in a few other years, getting underway in the Springtime has been a challenge! Both attempts by Rick Pangell to pull off an April Scramble were thwarted by the weather, and though the weather for the May Scramble was on the edge of acceptability windwise, the portents were good for flyable weather as the day went on. Jeff Pakiz ("No one beats me to the field on Scramble Days") measured the wind at 10-13 mph. Or were those knots? A couple of miles per hour higher and I would likely have delayed the contest, but almost immediately it was found that thermals were present and happy to help us get planes up into the air.

Don DeLoach, along with Skilly and friend David (holder of a new seven-digit AMA number) were under the gun to get their flying done in the AM, so they proceeded to get to work using cat-launched gliders. Chases began to lengthen as the morning went on. Don brought out his Speckled Bird P-30 to give the students some rubber flights, but the plane found a strong late-morning thermal and was last seen as a receding dot in Chuck's binoculars, many minutes after launch, still airborne and moving south. So sorry, Don. Team DeLoach had to leave early due to other commitments, but we definitely plan on seeing Skilly and David at the field as the season moves along (plus Don, of course).

Also present at the start Sean McEntee, who was working on a pair of HLG's. Let's see-were they "Lowry Queen" and "Lowry Princess"? Something like that. Sean was kind enough to being Vanessa as well, whom we first met at the Ceiling Climb. Great to see you, Vanessa!

Rick Pangell showed up, ready for action with his E-36. After a test flight or two he began putting up flights, and quickly began racking up maxes. Rick also schooled me in how to make my planes more visible. Memo to self—get some shiny bright-white paint on the fin, if nothing else.

In the early afternoon, Mark Covington, who'd been putting finishing touches on a Len Surtees Sting HLG, showed up for some test flying. This is an interesting plane. It has a swept simple-dihedral wing and is smaller than Mark's usual DiscUS Kid-type gliders, and it was evident that it flies differently too. I'm no expert, but to me it looked as if Mark was well on his way to having it sorted out, and once he completes RDT modifications (replacing the included viscous timer) I believe it will be a contest winner.

My P-30 flights were kind of a bust, with one max out of three, so I redesignated the plane as an Andrade and went back to work. I had to catch up to Rick, who already had three maxes by that point. I was fortunate enough to find reasonable lift on my first three, though a couple of them were low altitude nail-biters. We then began swapping flights, each of us maxing. Thermals were becoming more scarce as we moved into the final hour and a half of the contest, and air picking became tough. On what would have been Rick's sixth consecutive max, he had a great launch, but then it was if all of the sink from the entire contest gathered together right over Rick's plane and decided Rick had had enough fun for one day. Ouch! That opened the door for a final flight of mine, which, lucky for me, was longer than Rick's. HOWEVER—on further review, after consulting scramble rules, I realize that I was flying my Andrade flights as if they were just maxes of 2 minutes, rather than using the progressive max times as required by Andrade rules. Our own scramble rules require that we fly our planes in accordance with the rules for each class's event, so Rick is the winner of the Scramble! He had three clean E-36 maxes, to which I should have responded with by a sequence of 3, then 4,

then 5 minutes for Andrade maxes under Cat 2 rules. The CD should have caught this at the time, but he was too caught up in the chase ☺.

Thanks to Chuck—yet again—for timing and chasing flights endlessly. Chuck brought out some really nice looking new folding props that he's going to mount on his Road Kill gas model. Looking forward to seeing (and hearing) it. Also worth mentioning is that we had a few contenders sidelined this week due to various medical things. Jerry Murphy, Pete McQuade and Ray Boyd—we wish all of you well and plan on seeing you at the field next month. Cheers… John

Editor's Note: This opens the door to the Scramble format and how it is flown. More Later

MMM Now Has Two Flying Fields

The MMM Leadership is very pleased to announce the addition of a new flying field SE of Colorado Springs. With a significant number of our members living in the Colorado Springs/Manitou Springs area, this will provide a really good flying site much closer to them. Initially, it will be used for trimming but the possibility exists for some scrambles to be held there in the future.

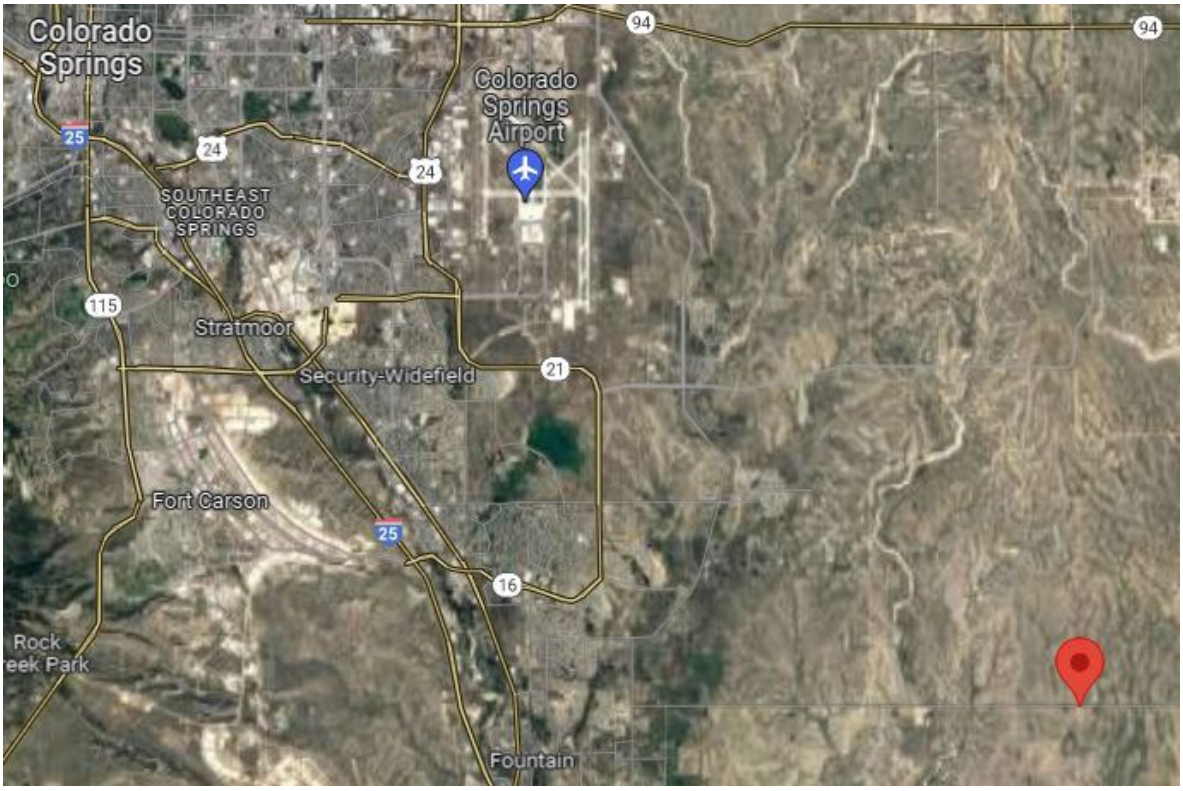
Background: Todd Reynolds had been by the site on numerous occasions and had noted that it looked like big, flat, open land that would be suitable for flying. Don DeLoach then checked the area on the State Land Board's website and found that the property was state owned. It was also discovered that one of the surface leases was T-Cross Ranch owned by the Norris family. Bob Norris was the original "Marlboro Man" in the company's advertising. Art Hillis was friends with Bob's son, Steve and it turns out that the site we were interested in is where the 1995 SAM Champs were held.

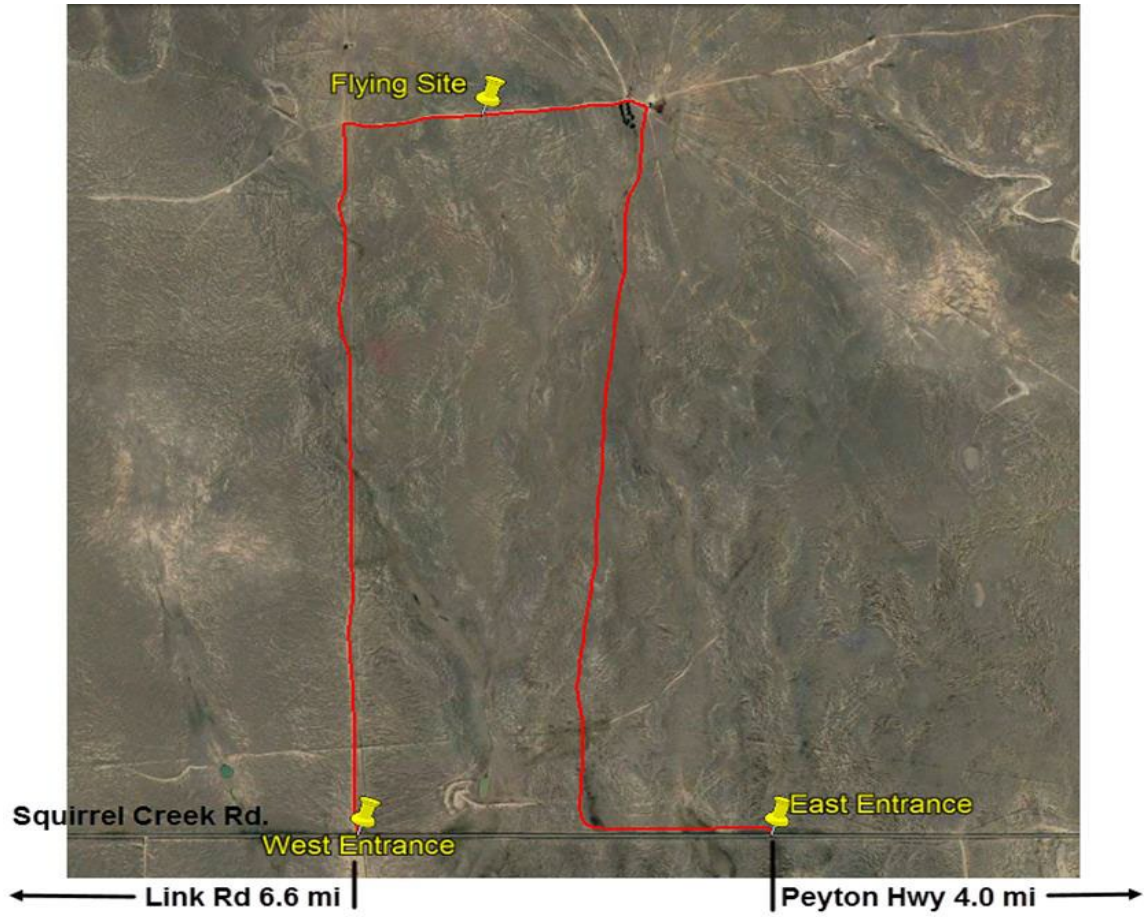
Field usage: Just like Lowry, the "Norris Ranch" site is open to any club member who wants to fly there. There is a choice of 2 barbed wire entrance gates off Squirrel Creek Rd. The further west road is more direct (2.2 mi to flying site) but requires going through an additional barbed wire gate. The road is a bit rough and it looks like it could be muddy following precipitation. The gate itself appears locked but it's really only held closed by a wire that can be unhooked. The further east road is less direct (2.7 mi to flying site) but is smoother and its gate is unlocked. All the same rules that apply at Lowry also apply to Norris Ranch: Treat the cattle with respect and close gates behind you. If anyone should ask what you're doing there, explain that your club has a lease to use the property to fly model airplanes and retrieve them on motorbikes. Norris Ranch has been contacted and advised of our new lease and activities. There may also be an outfitter with clients hunting Pronghorn one week a year, but there is evidence that they did not renew their lease. Pertinent information will be passed along as it becomes available.

Location:

- Geographic coordinates
  - Flying site: 38°43'15.85"N, 104°32'46.39"W
  - West entrance: 38°41'38.01"N, 104°33'5.70"W
  - East entrance: 38°41'37.97"N, 104°32'2.52"W

See the next page for location and orientation, I hope you can figure it out… it's East of Fountain on Squirrel Creek Road.


Colorado Springs
Colorado Springs Airport
SOUTHEAST COLORADO SPRINGS
Stratmoor
Security-Widefield
Fort Carson
Fountain
94
25
24
115
21
16


Flying Site
Squirrel Creek Rd.
West Entrance
East Entrance
Link Rd 6.6 mi
Peyton Hwy 4.0 mi

Outreach with the Arvada Associated Modelers
John Christensen

I was a judge for the Arvada club's "I built it" contest . After the meeting I gave the club newsletter editor a flyer and talked to the club president. I asked if they could include the flyer in a fall or early winter issue of their newsletter. The president said: "of course". After talking to some of the club members it's interesting how many of them have indoor models (especially p-18s) just waiting to be flown. The other nice thing that came out of meeting with the Arvada guys is the possible use of the Seventh Day Adventist Church Gym as an Indoor flying site. The Church Pastor is a club member and the President said getting access to the gym shouldn't be a problem.

The evening of May 3rd I attended the May meeting of the Arvada Associated Modelers club and I judged their annual "I built it" contrast. It was very enjoyable for me because there was a good variety of model types and the build quality was very high. Of the different categories, the scratch built models were most interesting to me. Among the scratch built models were a couple of scale early birds, a cartoon style boat, several WWI-WWII warbirds and a beautiful composite pylon racer. The pylon racer was a stand out because the builder developed the design, built the plug and molds, and layed up all the parts. The finish on the pylon racer was pretty much flawless and as good as any custom car or piece of fine furniture I have seen. After judging I had the pleasure of meeting the officers of the Arvada club and got re-acquainted with a couple of guys I hadn't seen since the early 1990's. Everyone was friendly and when indoor season comes we may be able to do some sort of joint event or events with the Arvada Associated Modelers club.

John

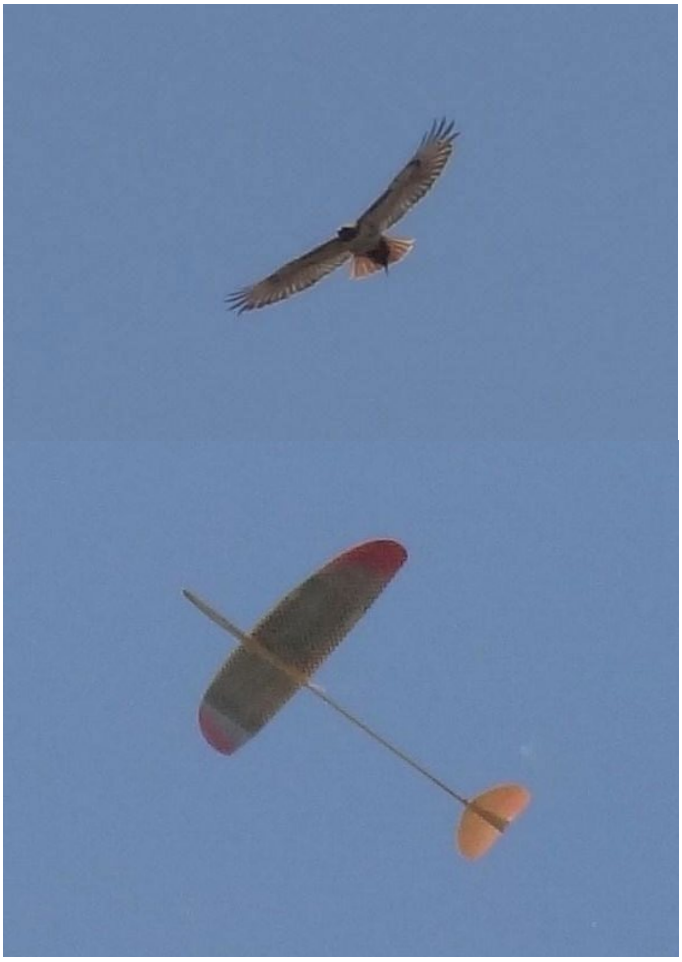
Enjoying a day of glider flying
Bob Miller

June 4 at the Great Lawn Park. Even Hawks like Free Flight!

I'm still trying to get this Modified Straight-Up glider in a good thermal, so that I can watch it fly away. Decent calm whether at the Park, which is great…

Average times without a thermal are around 50 seconds. I had one flight of 1: 38 seconds and then the hawk appeared from nowhere. The Hawk was flying in a moderate thermal towards the edge of the park and I tried piggybacking off of him this time. And again I failed to core into the thermal, but I managed to get 1: 50 seconds.

Seeing a Red-Tail Hawk at the Park really makes my day.



(Note: A bit of photo magic involved – Rick)

2022 MMM Contest Schedule

Event	Date	CD(s)
Casino Cup (Wendover NV)	18-19 June	Jack Murphy
Scramble	26 June	Darold Jones
14-Rounder (Incl. July Scramble)	8-10 July	McQuade/McGrath/Pivonka
(Outdoor NATS--Muncie)	25-29 July	AMA / NFFA
Scramble	7 Aug	Mark Covington
RMFFC	3-5 September	DeLoach/Etherington/Covington
Scramble (Late Day Contest)	25 September	Chuck Etherington
Marion, KS	1-2 Oct	HAFASS
US Team Selection Lost Hills	10-16 Oct	FAI
Scramble	16 October	Jeff Pakiz
Scramble (Frito Pie)	6 November	Rick Pangell CD/Jerry Murphy Festivities
Annual Meeting	7 January 2023	John McGrath



43RD MMM 14-ROUNDER

JULY 8- 10 2022
DENVER , CO

Come fly with us at the largest and most beautiful flying site in North America. Within the 14-R are the Centennial and Columbine Cups, separate 7-round FAI competitions. Traditional MMM perpetual silver trophies for F1A-B-C and perpetual silver cups for F1G-H-J-S will be awarded based on combined performance over the regular rounds in both competitions. (Ties will be broken with flyoffs.) Only eight MMM Master Sportsmen have earned **Blue Jackets** since 1980. Earn one by flying a perfect fourteen 180-second maxes over the two days in F1A-B-C-P-Q, or Legacy F1ABC Combo.

Legacy FAI events. Bring out your old FAI models! (Placings and awards separate from "modern" FAI events.) Flown as Legacy ABC Combo, F1A(L)-B(L)-C(L). And Legacy GHJ Combo, F1G(L), F1H(L), F1J(L).

The event rules:

F1A(L): Current FAI rules except no bunt allowed.
F1B(L): 40g motor/190g min, no DPR or VIW; OR 35g motor/ 200g min, no DPR OR 50g max motor, 8 oz. min. gross weight, and vintage 1957-1964 Wakefield design.
F1C(L): NFFS Vintage FAI rules. (see < https://freeflight.org>).
F1G(L): No DPR and no variable geometry.
F1H(L): Current F1H rules except no bunt; OR 5.08 oz min., no circle tow, no bunt.
F1J(L): 7-sec engine run, no bunt.

AMA/NFFS/SAM events: 8 a.m. to 5 p.m.
No rounds. In combined events, fly any/all events you wish; we will use your best single event score for awards purposes. HLG/CLG will use launch pen.

Saturday, July 9: CLG, P-30, Fast Gas Combo*, OT Rubber Combo, E-36, E-Nos. Combo

Sunday, July 10: HLG, Classic Towline, Slow Gas Combo**, Sm./Lg. Nos. Rub. Combo, Mulvihill/Moffet, A/B Electric Combo.

** AMA Gas: 1/2A, 1/2A Classic, A, B, AB Classic, C, D and/or CD Classic.*
*** Nostalgia: 1/4A, Early 1/2A, 1/2A, A, B, C and/or MMM SLOP.*

July 8 (Fri.) U.S. F1E Team Selection and World Cup. At least 5 rounds (9:00 a.m. first round start. Meet at bottom of the hill at 8:00 a.m. for shuttling).
July 9 (Sat.) - 7 rounds of Centennial Cup: F1A, B, C/P, Q & **Legacy ABC Combo**; 4 rounds of F1G, H, J, S & **Legacy GHJ Combo**
July 10 (Sun.) - 7 rounds of Columbine Cup: F1A, B, C/P, Q & **Legacy ABC Combo**; 4 rounds of F1G, H, J, S & **Legacy GHJ Combo**



Flying Site: Lowry Ranch, Arapahoe County, CO. Near intersection of Watkins Rd. and Quincy Ave. Email for map and gate lock combination.

Contest Hours: Saturday and Sunday, 8 a.m.–5 p.m., weather dependent. Flyoffs 5:30 p.m. each day.

Tentative Rounds schedule: 8:00 a.m. start; first 4 rounds Saturday and Sunday are 90 minutes; final 3 rounds each day 60 minutes.

Accommodations: Check the MMM website for hotel details. Primitive RV and tent camping is allowed on the site for a flat fee of $25 (as per the Colorado State Land Board). No hookups are provided. No dumping is allowed. There is a porta-potty on site.

CDs: Pete McQuade, <petemcqA2@aol.com>, 719-433-5356 & John McGrath, <johnmcgrath2@comcast.net>, 719-963-9227.



Detach, fill out, and mail or email to: Pete McQuade, 2610 Kenton Green Ct. Colorado Springs, CO 80920

Name _____ **Country** _____ **AMA #** _____ **Entry Fees enclosed $**_____

Entry fees: $20 for first event, $10 per each additional event. $50 maximum ($10 for Jr.Sr.) for unlimited events, or ***$40 if postmarked by 6/30/22.*** *Check payable to MMM, or use PayPal (see PayPal instructions on MMM website). If using PayPal we still need an entry form mailed or emailed. Past World Champions shall pay no entry fees.* ***Circle events entered:*** **Centennial & Columbine Cups (14-Rounder):** F1A F1B F1C F1G F1H F1J F1P F1Q F1S F1ABC(L) Combo F1HGJ(L) Combo **AMA/SAM/NFFS:** HLG CLG Classic Towline P-30 OT Rubber Sm./Lg. Combo Nos. Rubber Sm. /Lg. Combo Mulvihill/Moffett E-36 Elec. A Elec. B **Nostalgia Power:** 1/2A Elec. ABC Elec. 1/4A Early 1/2A 1/2A A B C **AMA Gas:** 1/2A Classic AB Classic CD Classic 1/2A A B C D **MMM:** SLOP

IF YOU HAVEN'T PAID YOUR DUES YET OR WANT TO BE A MEMBER:

Please send in this form and send it in regardless of how you pay !!!

NAME_____AMA NO_____

STREET ADDRESS_____

CITY/STATE _____ZIP_____

PHONE (HM) _____(WK) _____EMAIL_____

DESIRED STATUS: MEMBER _____2022 DUES: **$45.00 includes Newsletter**
(CHECK ONE) **($10 under 21 years old)**

SEND THIS FORM AND CHECK PAYABLE TO: MMM CLUB
C/O: CHUCK ETHERINGTON
33946 GOLDFINCH DR.,
ELIZABETH, CO 80107

News Note: ***MMM Now accepts "PAYPAL" for Dues, Contest Entry Fees, Etc !!***

- *Simply Log in to paypal.com (or create your own 'PAYPAL" account if you want)*
- *Click on "Send Money" in the upper menu bar*
- *In the "To" block, type in mmmffclub@gmail.com, the amount, and click the button "Services"*
- *In the next form where you confirm payment, in the Lower "Subject" and "Message" boxes state what the money is for… annual dues, entry fees and such.*
- *When pre-entering a contest that needs event selection or similar, you still need to send in the pre-registration form to the Contest Directors*

Note, Paypal does charge a fee for this service so if you do use paypal maybe add an extra buck to help us out

FREE FLIGHT WITH AN ALTITUDE!
UPCOMING EVENTS

DATE	*EVENT*	*FEATURE EVENT*
June 18-19	*Casino Cup*	**Wendover, NV**
June 26	*MMM Monthly Scramble*	*CD: Darold Jones*
July 8-10	*14-Rounder*	*Combo with July Scramble*

FIRST CLASS

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

The Magnificent Mountain Men

6994 So. Prescott St.
Littleton, Colorado
80120