THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2023-02
(Feb-March)



Flash from the past: Mark Sisk launches!

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Upcoming Events

17 March—Build Event with UCCS DBF Club

19 March—Indoor at Manitou HS (Incl. Sci Oly Build/Fly/Trim event #2)

1 April—Colorado State Sci Oly Tournament at UCCS

2 April—Pikes Peak Ceiling Climb Gallogly Event Center, UCCS

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The President's Corner

By Pete McQuade

I hope your winter has gone well and you've had time to build and fly. The Indoor season is in full swing, with several notable events behind us and some huge ones ahead of us.

On Saturday, February 18, the MMM provided great support to the Science Olympiad Southern Region Tournament at CSU Pueblo's Massari Arena. Many thanks to all the guys who showed up to help the students and to run the "Flight" events: Jerry Murphy, Don DeLoach, Rick Pangell, and Frank Menanno. And, of course, to John McGrath who was in charge of the event for Science Olympiad. It's clear that the MMM has become the "go to guys" for Colorado's Sci Oly model airplane events.

We'll be holding an indoor Build and Fly at Manitou Springs High School on Sunday, March 19th, as part of our regular indoor flying session that day. Please come and help out to help the Sci Oly students further prepare for their State Championships, which will be on Saturday, April 1 at UCCS's Gallogly Events Center. Of course, the MMM will be supporting that event.

The highlight of the indoor season is the Pikes Peak Ceiling Climb, which will be Sunday, April 2, also at the Gallogly Center at UCCS. Our access to that magnificent arena is due to the staunch efforts of the MMM's Sean McEntee and John McGrath. Thanks, guys!

As part of our agreement with UCCS to use the Gallogly Events Center, we'll be holding an indoor model-building session for the UCCS student chapter of the American Institute of Aeronautics and Astronautics (AIAA). This will be on Friday, March 17. This good-will effort is vital to our gaining—and hopefully retaining—access to that arena. Sean and John will keep us updated on details as we get close to the date.

Switching to the upcoming outdoor season, on Feb. 16, the State Land Board held a Zoom meeting for all lessees on the Lowry Ranch, where we fly. Chuck Etherington led the MMM contingent which included John McGrath and me. See Chuck's report elsewhere in this issue of the MaxOut. From my perspective, the bottom line is that there will be few if any changes to how we fly free flight at Lowry. And we continue to have excellent relations with the Land Board and the other lessees. This is thanks to Chuck's hard work and diplomacy, as well as to the efforts of all our club members who fly safely and respectfully on that beautiful field.

Speaking of Chuck, you'll recall that he's the USA's representative to the FAI Aeromodelling Commission's (CIAM's) Free Flight Subcommittee. As such, on Sunday, March 5, he participated in the Free Flight Technical Meeting (via an international Zoom meeting), in which a variety of rules changes were proposed. Chuck had earlier canvased the US FAI free flight community for their thoughts on the proposals. Then Chuck lobbied diligently for the US positions before the votes were taken.

Once again, I hope you've had time to build those models you've always wanted to. And time to repair and tune up the models that need it. I'll be seeing you at the indoor events. And in just a few weeks (April 30), it'll be time to meet on the Lowry field as we kick off the 2023 outdoor season.

Hey, let's go flying!



Norm Roglitz goes flying
(At Beth Eden, with a Norell prop on his pennyplane, with excellent results!)

MMM at the Southern District Science Olympiad Tournament



Things went just great today at the Science Olympiad Southern Region Tournament in the Massari Arena at CSU Pueblo. After the usual getting-started challenges, we got things running smoothly. The Sci Oly participants all had a good time and some very nice flights were put in, in both Category B (Middle School) and Category C (High School). Our group supporting the tournament included the MMM Team, the CSU-Pueblo Lacrosse-team volunteers, and our perennial volunteer friend from the AF Academy, Sharon Knight-Lewis. From the MMM, we had John McGrath, who also directed the two flying events for Science Olympiad, as well as Don DeLoach, Jerry Murphy, Rick Pangell, Frank Menanno, and Pete McQuade. From the CSU-Pueblo Lacrosse team, we had Bergen and Tanner and some of their teammates, who were all a great help!

One of the most amazing things we saw was a very unusual catapult-launched glider--with NO tail surfaces. Just a wing and a stick fuselage. I estimated the CG was at about 25-30%. Without any fancy airfoil reflex or intentional washout, their tailless model was amazingly stable. It wasn't the highest-performing model, but it was perhaps the most fascinating.



A true tailless wonder!
(The plane is pointing to the right)



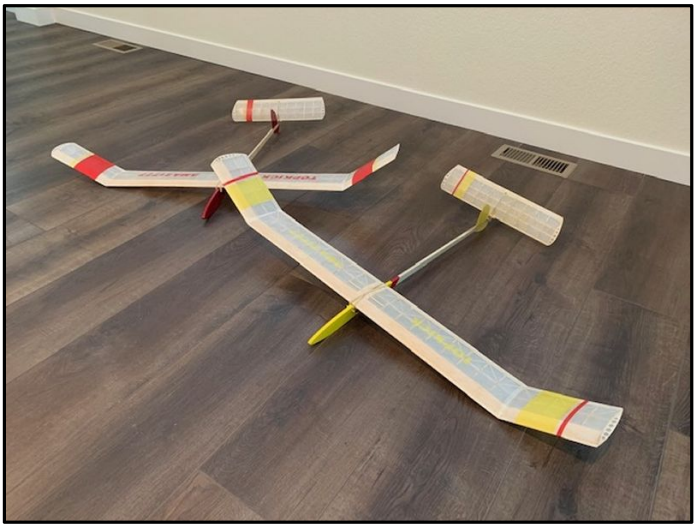
Frank gives advice to a couple of C-Division students.

We're all looking forward to the Sci Oly State Championships at UCCS on Saturday, April 1.

--Pete

Projects and New Builds

Bernie's Top Kicks



If you haven't met Bernie Olson yet, you will soon! He's a recently joined new club member who builds more models per week (indoor and outdoor) than most of us do in a year. Here are his beautiful brand new Top Kicks. For his big outdoor models, Bernie takes plans, redrafts them for laser cutting, then has them cut by National Balsa. In the blink of an eye, he gets them built and covered! Amazing. We could devote an entire newsletter to what he's built since joining the club recently.

Don's Buxton P-18



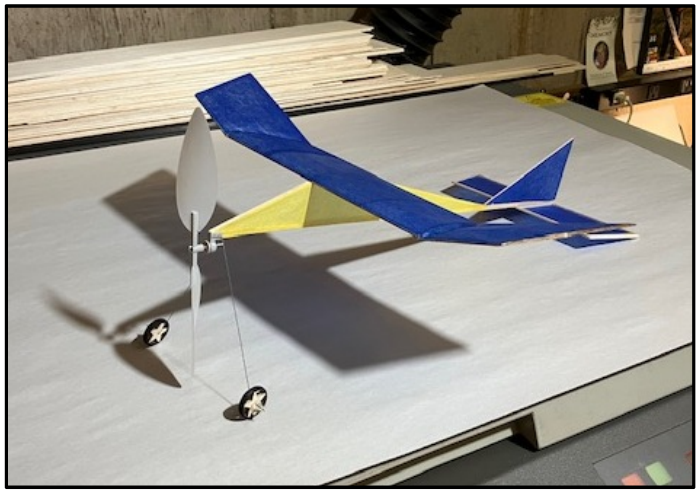
Completed 2/23 from plan in the **Digest** ~2019. Model weighed 5.2g rtf; will obviously need a lot of ballast to bring it up to 7.5g. 3D printed prop.

Frank's F1B



Says Frank, "This F1B was given to me by Jace. Jim O'Reilly was the original owner. It had been crashed, not terribly bad but it affected most of the parts on the airplane. I rebuilt and covered the rudder and stab and repaired the pylon. Ready for testing!"

John's Skinny Cat



I'd seen the Skinny Cat flown by a few of the guys up at the Beth Eden sessions and I liked its character and simplicity. I built mine from plans shared by Tom Norell using a 6" Ikara lightweight prop, some wooden wheels I made, and .015" music wire for the LG, which is really too light and wiggly. I fly it on 1/16" rubber, and the biggest issue so far has been convincing it to turn left! It's a fun, simple build and it recovers from a ceiling bump faster than any plane I've ever had.

Results of the CIAM Free Flight Technical Subcommittee meeting on Sunday 05 Mar 2023

Chuck Etherington, U.S. Representative

General Rules

m) F1 Subcommittee, F1Q becoming a championship class - will be discussed in the Plenary. I will instruct our Delegate, Tim Jesky, to vote in favor in the Plenary.

n) F1 Subcommittee, replacing Jr. championship class F1P with F1Q. Due to all the backlash, not just from the U.S. but other countries as well, this proposal was referred beck to the TechSC for further consideration.

Free Flight

c) USA proposal - to increase the period for F1B to wind, load motor and launch in flyoffs from 7 min to 10 min. I argued the points stated in the proposal and posed the question; how short of a window is still fair (especially with very long flight lines)? 5 minutes? 3 minutes? As the window gets smaller, the opportunity for a flyer to find any lift diminishes. The majority felt that the current 7 min window was still adequately fair to all. The vote was 32% yes, 55% no, and 14% abstain. I withdrew the proposal.

d) F1 Subcommittee proposal, F1C Safety - Modifying electronic F1C timers so that they have to be active prior to fueling the model. The SC had strong opinions on both sides of this proposal and there was a lengthy debate. The proposal passed with 64% yes, 20% no and 16% abstain. It will not go into effect until 2025 to provide time for existing electronic timers to be modified by the manufacturer.

e) German proposal, F1C safety similar to d) (2025 effective) - withdrawn in favor of d).

f) German proposal, F1C safety similar to d) (2024 effective) - withdrawn in favor of d).

h) F1 Subcommittee proposal - to confirm that timekeepers and competitors are <u>both</u> responsible for knowing the max for the round in progress. Passed unanimously.

i) French proposal, similar to h) - withdrawn in favor of h).

m) USA proposal, F1S - remove the battery types that are no longer used and shorten the motor run to 7 sec. Considerable debate on this issue. 43% yes, 17% no, 39% abstain. Passed.

n) F1 Subcommittee proposal - Jr. F1P removed from WCup due to participation dropping to 2 in 2022. Passed unanimously.

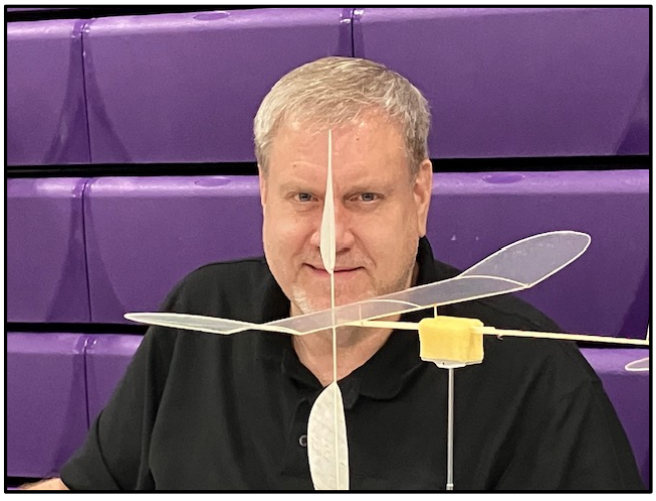
o) F1 Subcommittee proposal, WCup points allocation - passed unanimously.

2025 World Championship for F1A, B, C Seniors - Will be voted on in the Plenary. I will advise Tim to Vote for Mongolia per U.S. input.

The four indoor proposals (F1D, L, M, R) that Dave Lindley submitted to put specifics around the builder of the model requirement all passed with the caveat that the use of prebuilt, variable pitch prop hubs <u>will</u> be permitted.

FAI community, thank you for participating in this process. I don't know how, or if, other countries solicit input from the people who actually participate in these events, but your input is invaluable. Thank You!

--Chuck



Tom Norell builds his own models, and don't you forget it!

Lowry Ranch Lessees' meeting
16 February 2023
Meeting conducted via Zoom due to recent snowstorm

MMM in attendance: Pete McQuade, John McGrath and Chuck Etherington. The atmosphere among the lessees was generally quite congenial. The other lessees are well aware of the MMM club's presence and are happy to work with us? The State Land Board (SLB)also seems to be very happy with the lessees, including the MMM.

1. The meeting began with self introductions.

2. Lowry General Updates - Rachel Turner, SLB North Central District Manager

- Much to our delight, the new 10-year ranching lease was awarded to Trainor Cattle Co. It will be a pleasure working with Nick into the future. He hired a new ranch hand by the name of Brenden, and we may run in to him once in a while.
- New SLB building and shop on the west road that runs along Coal Creek. Future lessee meetings will be conducted there.
- SLB gate locks are being replaced with new engraved ones. Previous SLB locks have had red paint on them causing confusion with other red locks. (On one hand, it would be nice to continue the policy of leaving the north gate open to minimize lock and daisy chain problems, but on the other hand, the site would be less secure.)
- A higher tech control gate was installed at the entrance off Quincy at Coal Creek. It uses clickers or codes to open it. The gates we use would not be affected.
- Another summer dinner is planned by 'Outstanding in the Field' along Coal Creek. A well-known chef will be flown in to prepare Nick's beef for the occasion. Last year's meal was $365/plate.

3. Stewardship Trust - Lindsey Brandt, Manager.

- She mentioned that only the land south of Quincy was in the trust. The land north of Quincy, including Indian Point, is not.
- Prairie Dog management has been a long-standing issue. Lindsey made the point that the ranch is not just a haven for Prairie Dogs, but they are being actively "managed." Prairie Dogs are a food source for several different species, but at the same time, they kill grasslands and spread plague. She seemed to want us to know that the Prairie Dog problems were being addressed.

4. U.S. Army Corps of Engineers – Erin Stewart provided an update on the UXO cleanup.

- Lowry was used as a bombing and gunnery range from 1937 – 1963. 58,000 acres (90 sq miles) over 18 sites were used.
- As part of a long-term preliminary mitigation study, new methodology is being tried for the detection of ordnance below the surface. One of the problems they are having in the high density areas is that Ground Penetrating Radar (GPR) and similar electromagnetic systems can't see past the top six inches of soil due to all the small munitions (.50 cal and 20 mm rounds). They will be trying a sampling technique that requires scraping off the top six inches of soil, checking for ordnance beneath, cleaning the removed soil and returning it to the surface. The soil removal/replacement will only be done in a relatively small number of narrow, 50- ft long "Transect" strips. The effect of this operation on the MMM should be minimal. The high density area they will be working on is between Coal Creek and the Aurora Reservoir. (It is assumed it is the same area they were focused on in 2022 which was 3,092 acres with the near edge 1.9 miles to the west of our clubhouse. At the previous meeting, their plan was to have the testing wrapped up by Sept of 2023. I'm assuming that plan has been updated.)

5. Pure Cycle updates – Mark Harding

- Pure Cycle is the company that makes water available for the oil and gas fracking operations. They created the holding pond at Quincy and "Hunt Club Road."
- Most of the water maintained in the holding pond comes from wells along Box Elder Creek.

6. Civitas Updates – Dan Harrington

- Civitas is the oil and gas company that bought the lease from ConocoPhillips.
- Plans are in place to improve the west road that runs N/S along Coal Creek, but there are currently no plans to improve the east "Hunt Club Road" that we use.
- There are also plans to install pipelines but the nature wasn't clear (above or below ground, etc.). I will contact Dan Harrington for clarification.

Please let me know if you have any questions or concerns.

Chuck Etherington
Flying Site Coordinator

Student Build/Trim/Fly Event #1
Manitou HS

The club ran its first of two Build/Trim/Fly events (or would that be Build/Fly/Trim?) on February 12 as part of our February Manitou Spings indoor session. Attendance by club members was a little slim, but we had seven students in attendance, including friends from Cherry Creek HS with whom we first worked a year ago, as well as recent scramble winner Heidi, who was working on her TSA plane.

Patrick, a middle schooler with the Home Science Colorado team, built his first P-18 from a Sea Story kit, which suffered a bizarre mid-flight motor stick failure. (The kit's producer has been counseled:) He later repaired it and went on to win Division B at the Southern Region Tournament by a commanding margin.





Cherry Creek students build for Sci Oly!

Following the building session, students transitioned into the gym, where Chuck Etherington and Frank Menanno oriented new flyers to indoor free flight operations. Best of all—the air was dead calm all session long, thanks to Darold Jones's great work with the school!

The club's next Build/Trim/Fly session is Sunday, March 19. Thanks to help transmitting the info by our friends with the Colorado Science Olympiad organization, we've already got at least six students intending to attend—probably more!

MMM FAI Results compiled by Don DeLoach. Thank you, Don!

FAI Annual

Winners 1980–present

Concieved in 1980 by Bill Gibbons and Don McGhee and always contested at the enormous 22,000-acre Lowry Ranch (6080' MSL) near Denver, Colorado, the MMM 14-Rounder is known as "America's Toughtest Contest" for Fédération Aéronautique Internationale (FAI) Free Flight. Only eight sportsmen (highlighted in blue) have earned the coveted MMM Blue Jacket for perfect 14-round maxouts. One of those eight only Jace Pivonka has maxed out the 14 rounds three times

Layout by Don DeLoach, NOTS

	Rounds Flown	Full Score	F1A Towline Glider		F1B Wakefield Rubber		F1C 2.5cc Power	
1980					Earl Boetler		Ken Phair	
1981	14	2520	Jerry Murphy	1343	Bill Gibbons	2126	Ken Phair	
1982			Wayne Drake		Jim Quinn		Ken Phair	
1983			Gary Baughman		Bill Gibbons		Ken Phair	
1984			Gary Baughman		Jim Quinn		Ken Phair	
1985			Gary Baughman		Bill Gibbons		Ken Phair	
1986			Gary Baughman		Allen Ulm		Ken Phair	
1987	14	2520	Gary Baughman	2288	Bob White	2447	Roland Solomon	2470
1988	14	2520	**Jim Bradley**	**2520**	Jim Quinn	2438	Ken Phair	
1989	14	2520	Jim Bradley	2480	Jim O'Reilly	2493	Ken Phair	
1990	14	2520	Jerry Murphy		Jim O'Reilly		Ken Phair	
1991	7	1260	Jerry Murphy	1260	Ed Williamson	1260	Ken Phair	
1992	14	2520	Jerry Murphy		Bill Gibbons	2388	Ken Phair	
1993	8	1440	Pete McQuade	1060	Glen Menu	1300	Ken Phair	
1994	14	2520	Pete McQuade	2289	Jim O'Reilly	2490	Ken Phair	
1995	11	1980	Pete McQuade	1752	Roger Maves	1892	Ken Phair	
1996	14	2520	Pete McQuade	2300	Larry Norvall	2489	Ken Phair	
1997	13	2340	Willard Smitz	1586	Roger Maves	2264	Ken Phair	2340
1998	14	2520	Pete McQuade	2358	Roger Maves	2517	Ken Phair	
1999	13	2340	Lee Hines	2009	John Pratt			
2000	14	2520	Willard Smitz	2292	Jerry McGlashan	2489	Roland Solomon	1022
2001	14	2520	Lee Hines	2271	**George Batiuk, Jr.**	**2520**	Roland Solomon	31
2002	13	2340	Brian Van Nest	2340	John Sessums	2306	Chuck Etherington	360
2003	12	2160	Pete McQuade	2032	Ralph Cooney	2147	Chuck Etherington	186
2004	14	2520	**Pete McQuade**	**2520**	John Pratt	2399	Chuck Etherington	1892
2005	13	2340	Jon Davis	2152	Dick Wood	1696	*not flown*	
2006	14	2520	Rene Limberger	2497	Jack Emery	2401	Chuck Etherington	677
2007	14	2520	Rene Limberger	2420	E.Vanlandingham	2482	Matt Gewain	2275
2008	14	2520	**Rene Limberger**	**2520**	George Batiuk, Jr.	2500	Chuck Etherington	2347
2009	13	2340	Peter Brocks	2233	Ed Vanlandingham	2255	Chuck Etherington	1118
2010	14	2520	Brian Van Nest	2475	**Vanlandingham/Jensen***	**3077**	Chuck Etherington	940
2011	14	2520	Pete McQuade	2447	Bill Booth, Jr.	2501	Bob Hanford	690
2012	14	2520	Rene Limberger	2454	**Charlie Jones**	**2520**	Roland Solomon	488
2013	14	2520	Pete McQuade	2287	Dave Saks	2420	Chuck Etherington	766
2014	14	2520	Pete McQuade	2415	**Jace Pivonka**	**2520**	*not flown*	
2015	12	2160	Peter Brocks	1939	Jace Pivonka	2001	Chuck Etherington	1226
2016	12	2160	S. Rosenzweig	2060	Roger Merrell	1980	Chuck Etherington	1184
2017	14	2520	Pete Mc Quade	1259	Jensen/Pivonka**	**2520**	*not flown*	
2018	11	1980	Pete McQuade	1609	Blake Jensen	1926	Chuck Etherington	91
2019	14	2520	Pete McQuade	1156	Blake Jensen	2471	H. Ashworth (P)	1330
2020	12	2160	Pete McQuade	1502	Jace Pivonka	2117	Bob Hanford (P)	392
2021	14	2520	Enes Pecenkovic	2379	Blake Jensen	2480	*not flown*	
2022	14	2520	Pete McQuade	1481	**Jace Pivonka**	**2520**	*not flown*	

F1E

Slope Glider

2010	Tom Ioerger	483.81%
2011	Peter Brocks	436.09%
2012	Tom Ioerger	496.00%
2013	Tom Ioerger	292.80%
2014	Bob Sifleet	
2015	Peter Brocks	368.24%
2016	Peter Brocks	457.48%
2017	Bob Sifleet	500.00%
2018	Bob Sifleet	393.82%
2019	Tom Ioerger	441.26%
2020	*not flown (COVID-19)*	
2021	Bob Sifleet	472.78%
2022	Tom Ioerger	300.00%

**Both flyers maxed 1520 seconds over 14 rounds. Two flyoff rounds were held; Jensen prevailed on the second flyoff 357 to 206.*

***Co-winners. Jace Pivonka won day one with 1260 to Jensen's 1244. On day two both flyers maxed 7 x 180 and a flyoff was held. Jensen won that flyoff 323 to 195. Fourteen round totals were: Pivonka 2520, Jensen 2504.*

Blue highlight: 14-round max-outs

F1Q

Electric Power

Jerry Murphy	790
Jerry Murphy	621
Bernie Crowe	2443
Jack Murphy	2103
Jack Murphy	2010
Jack Murphy	2445
Jack Murphy	1883
Jack Murphy	2390
Jack Murphy	1108
Bob Sifleet	2160
Jack Murphy	1688

	Rounds Flown	Full Score	F1H Small Towline Glider		F1G Coupe D'Hiver	
2001	8	600	Lee Hines	435	Peter Brocks	382
2002	6	720	**Brian Van Nest**	**720**	**Don DeLoach**	**1208**
2003	6	720	Pat Cadieux	629	**Ralph Cooney**	**847**
2004	6	720	Jon Davis	687	**Peter Brocks**	**720**
2005	6	720	Jon Davis	648	**Peter Brocks**	**720**
2006	6	720	Jon Davis	600	**Cooney/Leppard**	**720**
2007	6	720	Norm Smith	617	E. Vanlandingham	704
2008	6	720	**M. Thompson**	**720**	Tiffaney O'Dell	706
2009	6	720	Marc Sisk	493	Marc Sisk	569
2010	6	720	Brian Van Nest	675	**Don DeLoach**	**720**
2011	8	960	Norm Smith	498	**Blake Jensen**	**960**
2012	8	960	Mike McKeever	915	**Tiffaney O'Dell**	**960**
2013	8	960	Brian Van Nest	924	**Peter Brocks**	**960**
2014	10	1200	Bob Sifleet	1169	**Tiffaney O'Dell**	**1562**
2015	10	1200	Chuck Powell	535	Jerry Murphy	1097
2016	10	1200	Brian Van Nest	1190	Don DeLoach	1108
2017	8	960	Chuck Powell	653	**Tiffaney O'Dell**	**1375**
2018	8	960	Blake Jensen	935	**Tiffaney O'Dell**	**960**
2019	8	960	**Blake Jensen**	**960**	Tiffaney O'Dell	950
2020	8	960	*not flown*		Don DeLoach	317
2021	8	960	Blake Jensen	913	**Tiffaney O'Dell**	**960**
2022	8	960	Blake Jensen	628	**T.O'Dell/G.Jones**	**960**

	Rounds Flown	Full Score	F1J 1.0cc Power		F1S Small Electric	
2001	8	600	Frank Mennano		—	
2002	6	720	*not flown*		—	
2003	6	720	**Fred Carstens**	**720**	—	
2004	6	720	**Don DeLoach**	**720**	—	
2005	6	720	Don DeLoach	714	—	
2006	6	720	Don DeLoach	635	—	
2007	6	720	**Don DeLoach**	**720**	—	
2008	6	720	Don DeLoach	274	—	
2009	6	720	Troy King	39	—	
2010	6	720	*not flown*		—	
2011	8	960	Don DeLoach	267	—	
2012	8	960	*not flown*		—	
2013	8	960	Troy King	560	—	
2014	10	1200	Ray Boyd	397	—	
2015	10	1200	Cade Fedor	618	—	
2016	10	1200	*not flown*		Don DeLoach	998
2017	8	960	Troy King	421	**Don DeLoach**	**960**
2018	8	960	*not flown*		Jack Murphy	941
2019	8	960	*not flown*		Don DeLoach	946
2020	8	960	Bob Hanford	207	**Jack Murphy**	**1030**
2021	8	960	Rick Pangell	89	**Jack Murphy**	**960**
2022	8	960	*not flown*		**Jack Murphy**	**960**

Green highlight: Most ever maxouts

It's a Cold Winter Day, Let's Go Flying!
MMM goes to Oshkosh

By Jerry Murphy

Yes, this is how this story begins. I was putting around the house trying to decide where to start in the model shop. We have the Round Valley contest coming and my indoor fleet is not in very good shape. On top of that, my fleet of electric models in nearly zero. Scale? I have new Chambermaid and Fokker DVII kits waiting for glue. Where to start?



As I set in the shop thinking about this situation, the phone rings and it is Rob. He says "Murph get your sh** together and come to Oshkosh." Well I haven't been there in a very long time and with no pets to worry about and nothing pressing on my calendar I said, "Yes, when do we depart?"

The plan was Rob and I would fly to Appleton while Tom Norell will drive home to visit family. This means that he will be able to transport the model boxes while Rob and I enjoy the luxury of UA's baby jets, the Bombardier CRJ. Next time we see each other be sure to check out the scar on my head from the aircraft's overhead bin. As you likely know, it is not possible to travel on airlines these days without some delays. Ours were self-induced, but we made it to Appleton ok.

It turns out that the EAA has a motel on the property for the support staff for their Air Venture program. This was super as the cost was about Motel 6 level for a much nicer place to lay our sleepy heads. After a few beers we hit the pillow for a good night's rest to recover from the flights. Friday morning greeted us with bright blue skies (is this the Midwest?) so we were off to the hanger to unload our gear.

As we arrived, we were greeted by this display of Korean War Mig 15 and USAF F-86. The hanger entrance is to the right (Starboard for John) with parking down the ramp.

Before we get too far down this path, let's stop and explain what this event is all about. The EAA, in conjunction with the Bong Eagles club, offers an open house for people in the area to experience the museum's collection of historic aircraft.

The event is coupled with RC and CL demo flights as well as the on-going indoor free flight activity, mass launches and all. Friday was set-up and indoor flying till late that evening. Saturday the doors open to the folks. I must say I was shocked to see such a large number of young families enjoying the day. The paper airplanes as well as the Guillow's slide together gliders were big hits.

The RC and CL shows were also very popular. The RC folks flew a mix of scale and acrobatic models. The control line folks put on a good show flying their scale and stunt models. The spectators were well behaved and cheered the flights. Not to be undone, Rob was letting kids fly his many gliders and electric sport models.



Tom arrived just in time with our supplies that were not compatible with airline travel. The trip worked out well for Tom as he was able to visit his mother and sister as part of the trip.



This is just a part of the models and support equipment we hauled up there.



Kurt Krempetz looking for his lost F1D. Yes, it was in the cockpit! The museum crew recovered it by use of their equipment.



John Kagan and his low-tech models. Sure is a big change from the salt mine and his second place in the world champs.



If you haven't seen the movie Devotion, I suggest you do so, as it has some of the most spectacular air to air photography of the "bent wing bird" I have ever seen. This F4U is displayed in a setting of how LT Tom Hudner was trying to rescue his shipmate Jesse Brown. Tom won the Medal of Honor for his efforts. Oh, by the way this bird was built in Grand Prairie Texas.

Well as they say, "That's All Folks."

The trip was great. Traveling with Rob and Tom was fun as well as flying in the museum. Being able to have the run of the museum was a lot of fun.

IF YOU WANT TO BECOME A MEMBER, OR IF YOUR PERSONAL INFORMATION CHANGES, PLEASE USE THIS FORM

Use this form and send it in regardless of how you pay

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- *Click on "Send Money" in the upper menu bar*
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- *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

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MMM MONTHLY GET TOGETHER MTG!
Every Second Thursday at 7:00 PM, Dinner at the Castle Cafe in Castle Rock. Check with the Yahoo web group for info.