



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2023-02
(Feb-March)



Flash from the past: Marc 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 Aeromodeling 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 canvassed 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.

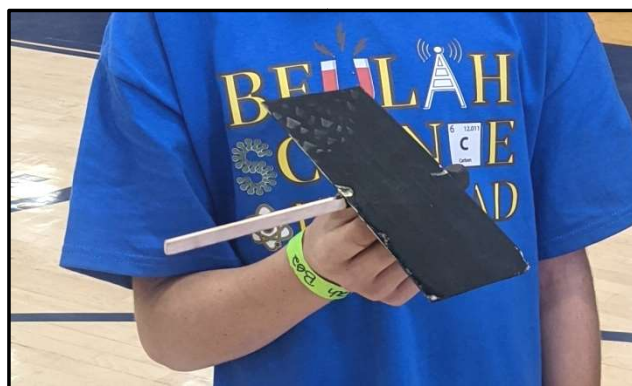
Once again, I hope you've had time to build those models you've always wanted to. And time to repair and tune up the models that need it. I'll be seeing you at the indoor events. And in just a few weeks (April 30), it'll be time to meet on the Lowry field as we kick off the 2023 outdoor season.

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



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

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.



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



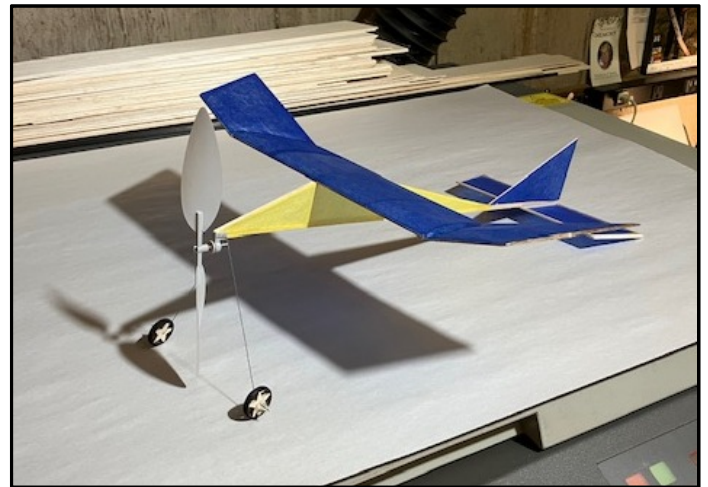
Completed 2/23 from plan in the **Digest** ~2019. Model weighed 5.2g rtf; will obviously need a lot of ballast to bring it up to 7.5g. 3D printed prop.

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 back 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).

g) USA proposal, F1D*—to put more detail into the builder of the model rule. The proposal passed 55% yes, 25% no, 20% abstain.

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

i) French proposal, similar to h) - withdrawn in favor of h).

j) USA proposal, F1L —to put more detail into the builder of the model rule. The proposal passed 61% yes, 13% no, 26% abstain.

k) USA proposal, F1M —to put more detail into the builder of the model rule. The proposal passed 61% yes, 13% no, 26% abstain.

l) USA proposal, F1R —to put more detail into the builder of the model rule. The proposal passed 61% yes, 13% no, 26% abstain.

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 will 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.

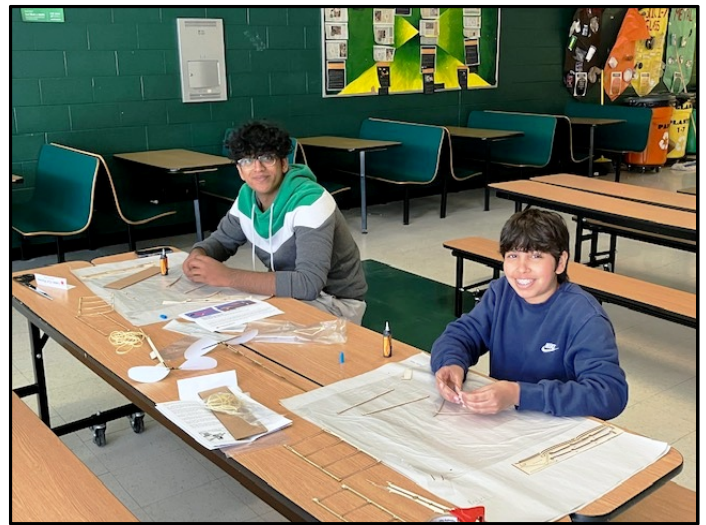
Please let me know if you have any questions or concerns.

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



Cherry Creek students build for Sci Oly!

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.

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!



FAI Annual

Winners 1980-present

Conceived in 1980 by Bill Gibbons and Don McGhee and always contested at the enormous 24,000-acre Lowry Ranch (6080' MSU) near Denver, Colorado, the MMM 14-Rounder is known as "America's Toughest Contest" for Fédération Aéronautique Internationale (FAI) Five Flight. Only eight sportsmen (highlighted in blue) have earned the coveted MMM Blue Jacket for perfect 14-round marouls. One of those eight only, Jace Pivorka has mixed out the 14 rounds three times.

Layout by Don DeLoach, 2025

FLA

Towline Glider

Rounds Flown	Full Score	Winner
1980	14	2520
1981	14	2520
1982	14	2520
1983	14	2520
1984	14	2520
1985	14	2520
1986	14	2520
1987	14	2520
1988	14	2520
1989	14	2520
1990	14	2520
1991	7	1260
1992	14	2520
1993	8	1440
1994	14	2520
1995	11	1980
1996	14	2520
1997	13	2340
1998	14	2520
1999	13	2340
2000	14	2520
2001	14	2520
2002	13	2340
2003	12	2160
2004	14	2520
2005	13	2340
2006	14	2520
2007	14	2520
2008	14	2520
2009	13	2340
2010	14	2520
2011	14	2520
2012	14	2520
2013	14	2520
2014	14	2520
2015	12	2160
2016	12	2160
2017	14	2520
2018	11	1980
2019	14	2520
2020	12	2160
2021	14	2520
2022	14	2520

F1B

Wakefield Rubber

Rounds Flown	Full Score	Winner
1980	14	2520
1981	14	2520
1982	14	2520
1983	14	2520
1984	14	2520
1985	14	2520
1986	14	2520
1987	14	2520
1988	14	2520
1989	14	2520
1990	14	2520
1991	7	1260
1992	14	2520
1993	8	1440
1994	14	2520
1995	11	1980
1996	14	2520
1997	13	2340
1998	14	2520
1999	13	2340
2000	14	2520
2001	14	2520
2002	13	2340
2003	12	2160
2004	14	2520
2005	13	2340
2006	14	2520
2007	14	2520
2008	14	2520
2009	13	2340
2010	14	2520
2011	14	2520
2012	14	2520
2013	14	2520
2014	14	2520
2015	12	2160
2016	12	2160
2017	14	2520
2018	11	1980
2019	14	2520
2020	12	2160
2021	14	2520
2022	14	2520

F1C

2 Acc Power

Rounds Flown	Full Score	Winner
1980	14	2520
1981	14	2520
1982	14	2520
1983	14	2520
1984	14	2520
1985	14	2520
1986	14	2520
1987	14	2520
1988	14	2520
1989	14	2520
1990	14	2520
1991	7	1260
1992	14	2520
1993	8	1440
1994	14	2520
1995	11	1980
1996	14	2520
1997	13	2340
1998	14	2520
1999	13	2340
2000	14	2520
2001	14	2520
2002	13	2340
2003	12	2160
2004	14	2520
2005	13	2340
2006	14	2520
2007	14	2520
2008	14	2520
2009	13	2340
2010	14	2520
2011	14	2520
2012	14	2520
2013	14	2520
2014	14	2520
2015	12	2160
2016	12	2160
2017	14	2520
2018	11	1980
2019	14	2520
2020	12	2160
2021	14	2520
2022	14	2520

F1E

Slope Glider

Rounds Flown	Full Score	Winner
1980	14	2520
1981	14	2520
1982	14	2520
1983	14	2520
1984	14	2520
1985	14	2520
1986	14	2520
1987	14	2520
1988	14	2520
1989	14	2520
1990	14	2520
1991	7	1260
1992	14	2520
1993	8	1440
1994	14	2520
1995	11	1980
1996	14	2520
1997	13	2340
1998	14	2520
1999	13	2340
2000	14	2520
2001	14	2520
2002	13	2340
2003	12	2160
2004	14	2520
2005	13	2340
2006	14	2520
2007	14	2520
2008	14	2520
2009	13	2340
2010	14	2520
2011	14	2520
2012	14	2520
2013	14	2520
2014	14	2520
2015	12	2160
2016	12	2160
2017	14	2520
2018	11	1980
2019	14	2520
2020	12	2160
2021	14	2520
2022	14	2520



F1H

Small Routine Glider

Rounds Flown	Full Score	Winner
1980	14	2520
1981	14	2520
1982	14	2520
1983	14	2520
1984	14	2520
1985	14	2520
1986	14	2520
1987	14	2520
1988	14	2520
1989	14	2520
1990	14	2520
1991	7	1260
1992	14	2520
1993	8	1440
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2006	14	2520
2007	14	2520
2008	14	2520
2009	13	2340
2010	14	2520
2011	14	2520
2012	14	2520
2013	14	2520
2014	14	2520
2015	12	2160
2016	12	2160
2017	14	2520
2018	11	1980
2019	14	2520
2020	12	2160
2021	14	2520
2022	14	2520

F1G

Coarse D'Hoer

Rounds Flown	Full Score	Winner
1980	14	2520
1981	14	2520
1982	14	2520
1983	14	2520
1984	14	2520
1985	14	2520
1986	14	2520
1987	14	2520
1988	14	2520
1989	14	2520
1990	14	2520
1991	7	1260
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2002	13	2340
2003	12	2160
2004	14	2520
2005	13	2340
2006	14	2520
2007	14	2520
2008	14	2520
2009	13	2340
2010	14	2520
2011	14	2520
2012	14	2520
2013	14	2520
2014	14	2520
2015	12	2160
2016	12	2160
2017	14	2520
2018	11	1980
2019	14	2520
2020	12	2160
2021	14	2520
2022	14	2520

*Both flyers met and 2520 seconds over 14 rounds. Two flyoff rounds were held: Jensen prevailed on the second flyoff 2527 to 2506.

**Co-winners. Jace Pivorka won day one with 1860 to Jensen's 1844. On day two both flyers marked 7 x 180 and a flyoff was held. Jensen won that flyoff 4427 to 1831. Fourteen round totals were: Pivorka 2520, Jensen 2504.

Blue highlight: 14-round max-out

F1Q

Electric Power

Rounds Flown	Full Score	Winner
1980	14	2520
1981	14	2520
1982	14	2520
1983	14	2520
1984	14	2520
1985	14	2520
1986	14	2520
1987	14	2520
1988	14	2520
1989	14	2520
1990	14	2520
1991	7	1260
1992	14	2520
1993	8	1440
1994	14	2520
1995	11	1980
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1998	14	2520
1999	13	2340
2000	14	2520
2001	14	2520
2002	13	2340
2003	12	2160
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2005	13	2340
2006	14	2520
2007	14	2520
2008	14	2520
2009	13	2340
2010	14	2520
2011	14	2520
2012	14	2520
2013	14	2520
2014	14	2520
2015	12	2160
2016	12	2160
2017	14	2520
2018	11	1980
2019	14	2520
2020	12	2160
2021	14	2520
2022	14	2520



F1J

1 Acc Power

Rounds Flown	Full Score	Winner
1980	14	2520
1981	14	2520
1982	14	2520
1983	14	2520
1984	14	2520
1985	14	2520
1986	14	2520
1987	14	2520
1988	14	2520
1989	14	2520
1990	14	2520
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2007	14	2520
2008	14	2520
2009	13	2340
2010	14	2520
2011	14	2520
2012	14	2520
2013	14	2520
2014	14	2520
2015	12	2160
2016	12	2160
2017	14	2520
2018	11	1980
2019	14	2520
2020	12	2160
2021	14	2520
2022	14	2520

F1S

Small Electric

Flown	Score	1st Place	Small Electric
2001	8	600 Frank Memmano	—
2002	6	720 <i>not flown</i>	—
2003	6	720 Fred Claessens	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 <i>not flown</i>	—
2011	8	960 Don DeLoach	267
2012	8	960 <i>not flown</i>	—
2013	8	960 Troy King	560
2014	10	1200 Ray Boyd	397
2015	10	1200 Cade Fedor	618
2016	10	1200 <i>not flown</i>	—
2017	8	960 Troy King	421
2018	8	960 <i>not flown</i>	Don DeLoach
2019	8	960 <i>not flown</i>	Jack Murphy
2020	8	960 Bob Hanford	946
2021	8	960 Rick Pangell	1030
2022	8	960 <i>not flown</i>	Jack Murphy

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 is 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.



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.



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



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