



# THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2023-04  
(April-June)



The Colossus of Wendover: A huge No-Cal cowboy!

## Upcoming Events

# The 44<sup>th</sup> 14-Rounder!! Saturday July 8 and Sunday July 9

Lots of FAI, AMA, SAM and NFFS action,  
plus your flights as part of the contest  
count as your July Scramble!

Please come on out and support MMM  
flyers and visitors—both days if you can!  
Fly your planes, time some flights, eat, do  
thermal dances ☺. It's a great scene.

### **In this Issue**

- Upcoming Events
- The President's Corner
- June Scramble
- Projects and new builds
- How Jace CD's the July Scramble  
from within the 14-Rounder
- An evening at Beth Eden
- Casino Cup—Wendover UT...or NV?
- MMM at the Indoor Nats
- Mountain Lion Build at LPHS

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## The President's Corner

*By Pete McQuade*

What were the chances that our first three monthly Scrambles would have fine weather? The odds-makers would have said "No way!" But it looks like we beat the odds. The **June Scramble** on June 11 was quite nice, and Rick Pangell, Frank Menanno, and John McGrath enjoyed a fine day of flying. Let's hope conditions for the 14-Rounder will be as pleasant!

Speaking of the **14-Rounder** (Saturday and Sunday, July 8-9), if you haven't already done so, please pre-register now. It really helps with the contest preparations, including lunch plans.

We CDs (John McGrath, Jace Pivonka, and I) hope you notice the theme of this year's 14-Rounder. We're celebrating the MMM's **"Senior Statesmen."** These are the long-time club members who form the heart and backbone of our club and whose presence in our midst has been a reliable, steadying influence. You'll see this theme in our advertising flyer and on our framed contest award photo. You'll also notice that some of our honorees are still with us, while others have passed on. We could have included many other "MMM greats," but space on the page (and availability of photographs) made this impossible. We'll try to make up for this in future contests. But we say to all of you Senior Statesmen: "You are remembered and appreciated! You will always be Magnificent Mountain Men."

And speaking of great MMM members, today we had three outstanding gentlemen volunteer to grill the brats and burgers each day of the 14-Rounder. Many thanks to our **grill chefs**: Darold Jones, Bernie Olson, and Jeff Pakiz. You guys are terrific! So, everyone, bring your appetites to the contest—for a donation, you can have your choice of Italian sausage, beef dog, or burger, with condiments and chips.

I

The season's great flying weather extended to an impromptu flying session that Sean McEntee organized at the wonderful Squirrel Creek flying site outside Colorado Springs on Saturday, June 24th. This was the site of the 1995 SAM Nats, and Chuck Etherington recently negotiated with the State Land Board to gain us access to that field. It's a fabulous asset to the MMM—a great place to practice and trim out those models. Thanks for setting up the flying session, Sean!

**MMM fliers on the Road:** Chuck Etherington, John McGrath, Frank Menanno drove out to Wendover, UT for Jack Murphy's **Casino Cup** contest over the Father's Day weekend. It sounds like it was well worth the trip, with good flying weather and an excellent turnout of flyers from all around the western US. Thanks, guys, for supporting this contest, which is officially sponsored by the MMM. And congratulations to Jack and everyone else who helped organize the event.

Don DeLoach, Tom Norell, and Rob Romash took the long trip to Moscow, ID for the **Indoor Nats**. Tom and Don both racked up some impressive results, taking 1sts in Limited Pennyplane (Don), and Peanut and Dime scale (Tom). Congratulations, Don and Tom!

That's it for now. Hey, let's go flying!



Ayzel Camacho about to go flying at Beth Eden

## **MMM June 11<sup>th</sup> Scramble report**

### **Frank Menanno, CD**

Arrived at the field at 8am to slightly cloudy and calm conditions. The grass was tall and green, a sight we have not seen for a while. The rain this spring has been impressive and we had rain last night on the field which was evident. The temps were 65 and warmed through the day, wind drift was to the West and picked up as the day proceeded, yet was flyable all day with good lift.

We had seven entries and five flyers. Jet cat, CLG, HLG, P-30, F1G, E-36, A-electric, B-electric. I was trying to fly A-gas with a new Pico 15 mounted on my Maverick but the trim was off and I panicked and pushed RDT while the plane was moving too fast, the wing folded and down she came. Damage was not too bad. I will rebuild!

Sean put up some beautiful Tip Launch Glider flights with a big Max and chase. Bernie was flying Jet cat and testing his nice CLG. John was flying his F1G & P-30 trying some different motor configurations that were impressive. Rick casually walked out and put up three maxes with his super Pearl and sat back and waited to see if anyone would best him. Well, it took me all day, but I was able to squeak out three maxes with my Kiwi E-Nos that I entered in E-36. We both made the first flyoff max and in the second flyoff flight Rick launched into a great thermal, but I launched in the burst and the wind pulled the kiwi to the right "crosswind" and she could not recover and hit the ground. Rick maxed with a great final flight and was rewarded with the winner sticker for the second Scramble this year!!

Tom Norell stopped by the field for a nice visit. Jerry, Chuck & Bernie were very helpful in timing! Sean helped CD the contest, timed & chased for others!!!

Late in the day, John had quite the adventure out west of the flight line when he tangled with the mostly invisible cattle wire. Chuck received a call from John that he needed help. Sean, Chuck and I rode out to find his bike tangled in the wire and on the ground, John was shaken with few bumps and bruises, but he shook it off and rode back to the flight line!

This year is turning out to be a great start for Free Flight for the MMM, even with 80% cloud cover all day I still had quite the sunburn from staring

straight up all day at our beautiful planes adrift in the high Rocky Mountain air.

**For the Season to Date results summary, see p. 14**



**We're Number 1! (Frank and Murph)**



**Frank and Rick before the flyoff**



**Rick Wins!**



## Projects and New Builds

### Bernie's XF-91 Jet Cat



Per Bernie: "Just had to give this guy a try. A Republic XF-91. It was an attempt to tame deep stalls on jets with highly swept wings. Looks like a century-series bird with the wing panels flipped inside out. Model has a 9.7-inch span, length 14.5-inch. Needs tail weight to balance because of that sweep and the long nose." Go Bernie!

### Bernie's Pirate P-30



"Another P-30 is ready for summer flying – a Pirate 30 from Starlink. Rick Pangell generously gifted the kit. It built quickly and came in at 48 grams."

## John's New Coupe Wing



How to get carbon fiber TE to join the ends of very skinny ribs at just the right angle, tangent to the curve? Add a little clamp to each rib using the magic of CAD + laser.



After sliding the CF stock (3mm x .5 mm) into the slots, I snuck some nitrocellulose glue into the joint where the CF meets the rib. Afterwards, I snipped off the clamps using a set of straight nail clippers I have, and I'll do a tissue wraparound to strengthen the joints before covering.

Have something happening on your bench? Take a quick snapshot and send it to me—please!

email is best: [Johnmcgrath2@comcast.net](mailto:Johnmcgrath2@comcast.net)

## How the July Scramble works within the 14-Rounder framework

Jace Pivonka

From the Editor: A little background-- A couple of seasons ago, in order to simultaneously accommodate a packed June-July calendar while still providing members an opportunity to continue to accrue Scramble points, and to come out and fly in the 14-Rounder, the club opted to have the scramble operate in the background of the 14-rounder. As you'll read from Jace's writing, extracting Scramble results from 14R results isn't as simple as you'd think!

### Process Breakdown:

The process of generating scramble scores from the 14 rounds scores begins with moving all of the scores from every competitor over into the scramble scoring excel spreadsheet. This means sorting them into 3-minute, 2-minute, and HLG/CLG events.

Once sorted, each string of flights is truncated. For the 2- and 3-minute events, this means taking the first three flights at minimum and then any maxes thereafter. For example, if an FAI flyer made 7 flights for the 14 rounder and any of the first three flights were less than a max, that string would only consist of the first three flights. In past years, the Saturday and Sunday events of the 14 rounder have been treated as separate days. Since AMA events can only be flown on a specific day, this makes the format of FAI events for the scramble more similar to the AMA events. Additionally, if an AMA flyer flew in an event with increasing max times, the increasing maxes would be rounded down to either a 2- or 3-minute max for the purposes of the scramble. For HLG/CLG, the three highest scores from their first six flights are counted if they did not achieve a maxout within those six flights. However, if they did maxout, their scores will include their maxout and each subsequent flight after their third max, even if it didn't take a full 6 attempts to reach the maxout.

Once all the scores have been properly formatted into truncated strings, the highest score for each competitor is selected and all other scores are removed. So if a given flyer has one string with 4.6 maxes and a second string with 2.7 maxes, the 2.7 max string will be removed from the scramble scoring. This way, each flyer will end up with only

one scoring string in the scramble. Finally, places are awarded to flyers based on the number of maxes they achieved based on a percentage of the longest string of maxes.

### Inequities from the Process:

The only bookkeeping difference between this process and a standard scramble is the truncation process. Because some flyers may stop flying after they've won an event but haven't ended their string of flights with a drop, they will be at a disadvantage in the scramble scoring process. **(Editor suggests: Keep flying!)**

Another concern arises from some events being required to fly in rounds while others can fly whenever they please. This generally puts FAI flyers at a disadvantage both because they can't choose when they want to fly for scramble points as well as not allowing them to continue flying after completing their final round flights. Since contest flying ends at a designated time that usually closely coincides with the end of the seventh round, an FAI flyer would be severely limited in their ability to continue competing for scramble points if they maxed out all seven rounds. They could conceivably fly additional flights during earlier rounds but the current round-based score keeping format doesn't allow that to be accomplished cleanly.

If a competitor is only able to compete on one day of the contest, they will have either an advantage or disadvantage, depending on the weather of the other day. Combining the scores across the two days is the root cause of this issue.

I'm not familiar enough with all the different events and classes but increasing maxes and decreasing engine runs present a potential inequity as well. If a competitor is flying in an event with increasing maxes, they may miss a max for the purpose of the 14 rounder but they would still have a max in terms of the scramble. In this case, they'd likely stop flying in the 14 rounder but could continue competing for scramble points if they want. Events with decreasing engine runs in the 14 rounder are also at a disadvantage because the required engine run times for 14 rounder events may be different than what a normal scramble would require.



## An Indoor evening at Beth Eden May 26, 2003

As always, the scene at Beth Eden is relaxed, informative, and inviting! Here are few shots from a recent session.



Above: Tate and Tyler Sonnenfeld and their immaculate P-18's and Sci Oly models



Mr. Etherington's Pre-Launch routine ☺



Too much talent in one photo!  
Tom Norell and David Aronstein confer on David's Washingtonian.



Azim (above) and Ayzel Camacho had a great time giving a Sea Story P-18 a workout. Both were first-timers with indoor free flight. Along with Dad Omar, they were given just a little guidance and a demonstration on how to operate an airplane, and they were off to the races!





David was tickled by his Indoor ROG Cabin model, as it was using a wing that could also be shared by an Indoor Stick model. This plane flew so slowly that he was able to identify (in flight) one particular segment of a spar that was a bending a little too much under compression.



David gets the best view in the house, watching his Washingtonian cruising overhead.



The Aronstein Washingtonian. David's probably given more thought to flying under low ceilings than anyone. This model is an excellent example of that thinking.



Another master: Rob Romash and an all-sheet No-cal type racer model. The graphics are amazing.

### A couple more from the June Scramble



Above: Rick shows Sean his line, John stares down at his Coupe, Frank's A Electric stands by for the next flight.

Left: Bernie: "Sean, someday you can build as many planes as I do."

## **The Casino Cup**

### **Jack Murphy, CD**

The Fifth Annual Casino Cup was held 9 miles south of West Wendover NV on June 16-17. The weather was pleasant overall, though occasionally breezy. Thermals were at times deceiving, making for a challenging level of competition.

Mike McKeever maxed out in F1A. Brian VanNest was concentrating on trimming backup models, saving his best for the World Champs. Mike Richardson beat Ben Tarcher in the F1Q fly-off by 16 seconds due to Ben's misaligned folding prop and therefore garnered the Casino Cup. Jack Murphy not only failed to max out but sheared a carbon wing by launching into the path of Brian's tow line. He therefore concentrated on other electric events.

Classic AMA and NFFS power events were well flown by Mike Rule and Frank Menanno. Mike had a fly-away and won the booby prize of the CD's old radio tracking equipment. Mike's models are superbly crafted, hopefully this will not happen again. Frank won A gas due to Mike losing his model, Mike flew alone in A Nostalgia.

P-30 proved to be popular and hotly contested by 1<sup>st</sup> place finisher Mike Rule, Bill Koran at 2<sup>nd</sup> and John McGrath at 3<sup>rd</sup>. All garnered National Cup points. In Mulvihill, John McGrath nailed the 240-second third flight max using his P-30, but dropped the easier earlier flight maxes. (Ed: That loser)

The other electric events of A Electric, B Electric, E-36 and F1S were split by Frank Mennano and Jack Murphy, with Frank taking first in E-36 and F1S, Jack first in A & B Electric.

In other FAI mini events, Mike McKeever had a max-out in F1J, Brian VanNest dropped 13 seconds in F1H. F1G was hotly contested by John McGrath and Mike Richardson, with John coming out on top, just 9 seconds short of a max-out.

Bill Koran dominated Classic Towline with his "light as a feather" model. He also garnered a

first-place finish in Catapult glider with a max-out, besting Frank Menanno by a mere 32 seconds.

The numbers of contestants flying solo provided for a good Scramble contest with Mike McKeever's F1J max-out putting him in 1<sup>st</sup>, Brian VanNest's "almost" in F1H for 2<sup>nd</sup>, and John McGrath's 498 in Mulvihill for third place.

While the Casino Cup may be the Monaco Grand Prix of Free Flight, camping on the field proved to be popular. Others took advantage of an entire four-bedroom home rental, providing for some great camaraderie, food, drink, lies and a demonstration of Ed Skorepa's FAI style model construction with other models being presented. All commented that they had a good time and are looking forward to next year!



Tough to see the faces, but you can sure see the smiles!



Meme by Frank



*Does anybody really know what time it is?*

## **Flying at Wendover**

**John McGrath**

I love solo road trips, and heading to Wendover for the Casino cup was a great example. It was about three in the afternoon, and after heading out the back door around 0900 (up 24—South Park—Breckenridge—I-70) I finally made it to Grand Junction. I bought two shirts in a mall, because I just can't fly without a shirt pocket for my DT rubber bands. My shirts were still hanging in the closet back home.

Anyhow, I'm heading west out of GJ, when my phone rings. It's Frank, and he's already at the field in Wendover, putting up test flights! I was still about 7 or 8 hours out, the way I was going (and the route I took). He must have left around 0300 or something, and held a steady Mach 1.2 all the way, despite towing his and my bikes on Chuck's trailer. (Thank you to both!)



Frank focuses on starting his gas model. Beautiful conditions.

Flying was Friday and Saturday, in order to allow anyone so inclined to continue on up to Idaho for the Indoor Nats, and Friday turned into a stunner of a day. There were 14 contestants, solidly up from last year, which was something of a one-on-one, Jack versus me. There were very nice thermals, at times very frequent. If you've never flown at Wendover, it's a very interesting place. Almost all the way around the compass you've got good visual references (mountains, the town, the escarpment) but the scrub

can be challenging to ride through. Not too evil, but you've got to watch out.

After a nice P-30 test flight or two, I flew into a bad hole on my first official flight. Happily, I got two maxes after that, but that only got me third place, as on Sunday, both Mike Rule and Bill Koran performed better.

Bill was putting up some nice catapult flights, but on his last flight he put one up into some lift and the plane went really far downwind into the scrub. Frank did some heroic searching to help him but to no avail, riding out not only Saturday but also Sunday far into the distance, to no avail.

I didn't want to stop flying, so after my P-30 series I swapped over to Mulvihill. Dropped the two-minute flight. Dropped the three, but then made the four! It was a bit of an eye test getting a line, but the tracker led me to it.

On Saturday (warmer, but still quite comfortable), Frank and I took turns timing for each other, and Frank's E-36 (Super Pearl) was really performing. His launch heights were magnificent, and he was flying F1S in rounds as well as E-36, both of which he won.

I was flying my Coupe, and was having a pretty good day, having got rid of a couple of wing-warps the night before using a heat gun. I'm always surprised when I get a max on my first flight, as the early rounds seem to give me trouble, but I was fortunate this time.

Mike Richardson (the only other F1G flier) had a DT failure in the second round, but fortunately, drift wasn't too bad and the plane eventually fell out of it. He was able to get his plane functioning once more.

In the last round, I came up a few seconds short of a max, but was still ahead for the win overall. I give credit to my new shirt. Frank was a big winner, though, and at the awards ceremony he received a ton of glassware. (As you may know, at the Casino Cup a 1<sup>st</sup> place gets you a tumbler, second gets you a rocks glass, and 3<sup>rd</sup> gets you a shot glass.) Frank picked up

so many awards, I'll bet his truck was a noisy critter on the way home.



MMM'ers John, Frank and Jack holding some of the prize glassware.

Friday night we had pizza at the home Jack rents (Thank you so much, Jack, for your hospitality), and the four of us-- Jack, Frank, Ed Skorepa (Czech, living in Salt Lake) and I deconstructed and analyzed everything from building techniques to FAI rules and much in between. Ed, who is a retired machinist, is working on some amazing use of resin-infused carbon-fiber materials for his E-36, and some really fascinating uses of technology in other models (variometers, on-board cameras). He and Frank had a nice debate over Phillips entries on wings. They're still friends! ☺. Ed's a fascinating modeler, and I tried to put the arm on him to come to Denver. Possibly in the Fall.



CD Jack Murphy mans the ice cream bar.

There are several routes home from Wendover. My preference is always to get off the main interstates if I can, so this time I took a right coming out of Salt Lake at Park City and headed south (Heber City, Strawberry Reservoir), spent the night in Vernal, then came into Colorado up by Dinosaur, then Craig, Steamboat, and south on 131 to Wolcott, right on I-70. Cheated my way on the surface roads until the turn south toward Minturn and Leadville (Hi, Rick), then on into the Springs via Buena Vista. An excellent Blue Highways day with lots of twists and turns.

The funniest thing about Wendover is that it's exactly on the line between Pacific and Mountain time zones. Rumors about GPS errors notwithstanding, the most disconcerting thing is when you look at your phone and it says one thing—but the clock on the wall says another. Keeps you on your toes!

Thanks so much to Jack Murphy for putting on a fantastic, memorable contest.

## **The US Indoor Nats in Moscow, ID**

### **Tom Norell**

Kibbie Dome, one of the legendary indoor sites here in the US, should be on the bucket list of must-see places for an indoor modeler. The 2023 Nats kicked off there June 19-23. I met Hamish Christie from Tucson at the Spokane airport, he is one of our indoor regulars at the Round Valley Dome events in Eagar, AZ. From there we hopped in a rental car and proceeded to head the 90 minutes south to Moscow, ID, home of the Kibbie-ASUI Activity Center at the University of Idaho, Moscow. The dome houses an indoor athletic field that covers an entire football field covered in astroturf of some sort that made walking and standing for the week a bit more comfortable. The scenery in that neck of the woods is amazingly beautiful and the drive was made quicker by talk of propeller theory after passing by several wind turbine farms.

Moscow is a typical small college town with many good dining establishments, but unfortunately, most closed around 9PM, earlier than we required as flying ended each day at 8. This was probably due to the students being on summer break. Hotel accommodations were also plentiful, as well as



AirBNB's, of which many of us utilized. Moscow is a very clean little town that is easy to navigate easily, a couple fliers even walked the couple of blocks from their hotel to the Dome each day. One picture shows my rental car in front of the Best Western, where we had some outstanding meals, and its proximity to the Dome.



The rental Ford with Kibbie Dome in the background.

Once inside the building we were greeted by some familiar faces and many new ones unpacking their gear for the week. A real treat was having dinner each evening with all of the Europeans who were there for the inaugural World Cup F1D event, what a great group. Our very own toy maker extraordinaire Rob Romash, decided to drive to the event. The night before Rob left I drove down to the Springs to drop off some tool boxes and help him load the car since his Jenga skills are somewhat limited. I snapped a picture of Rob's "carefully" packed model box right before we closed the lid and again immediately after opening it upon arrival. I can safely say that I don't see any damage except for some "settling" that may have occurred during the trip. A rough guess is that there's between 30 and 40 models in that particular box! Don DeLoach drove separately from Rob and ferried the model boxes for David Aronstein and myself. Thanks to both Rob and Don for the service.

The field is large enough that two separate events could be handled concurrently at opposite ends of the field with the lightweights (AMA EZB, F1L, F1D etc.) at one end while the Gliders and AMA heavyweights (LPP, P-18 etc.) along with the

FAC events at the other end. Very few mishaps occurred during the entire week, the worst being the F1D of Leo Pilachowski and DLG of Kurt Krempitz trying to occupy the same bit of space at the same time directly over the 50 yard line. Needless to say, the glider was unscathed.



How the pros do it: Rob's box-o-models. If it fits, it ships! This is the "after" photo. Some settling has occurred.

Everyone from one end of the field to the other commented on how their once-properly trimmed planes were now all out of trim, the most common complaint was the inability to get the planes to climb. A few eventually got it all figured out, but like me, a great number of fliers just gave up on some events and moved on to something different.

I won't go into final results and standings for the event as they are posted elsewhere on the web. However there were a few outstanding performances that require mention. Our very own Don DeLoach won the hotly contested Limited Penny Plane (LPP) with a time of 15:12. Hamish Christie won P-18 with a best time of 4:40, somewhere around 7:30 in

Phantom Flash Master Class, and a new record in A-6 of 11:07! Then Brett Sanborn proceeded to smash the F1D field by several minutes in F1D with a spectacular 30:00 minute flight on only 0.4grams of rubber!

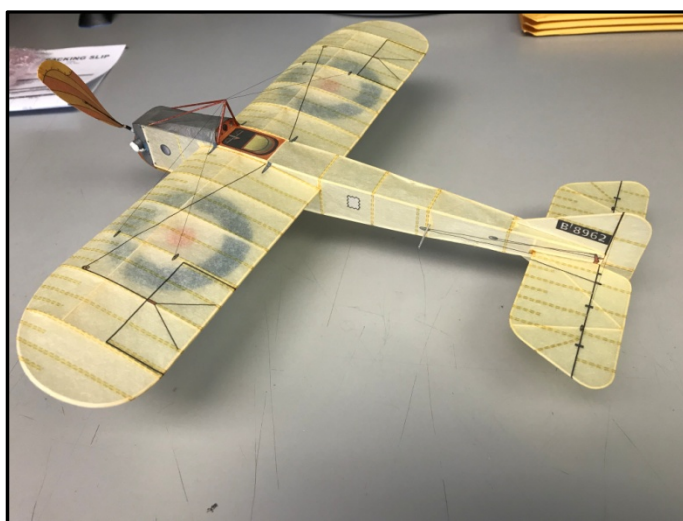
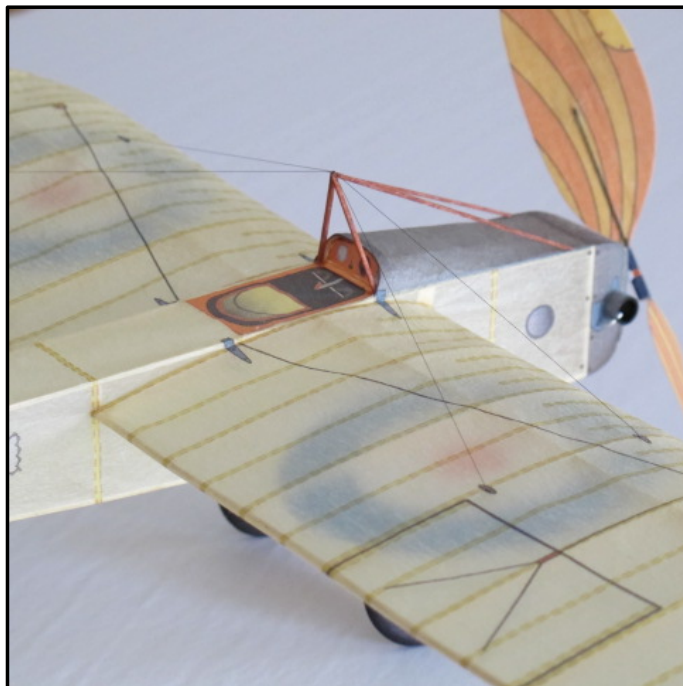


Tom's winning MO-1 Dime Scale model

Most disappointing, however, was the very low turnout in the FAC events. It felt like a local scramble at Manitou with Don, Rob, David (I proxy flew his Pistachio and NoCal for him) plus myself. Only a few other competitors had planes to fly during this timeframe in JetCat, Embryo, Phantom Flash and NoCal. Rob had a string of broken motors and models that wouldn't trim out so he eventually just threw up his hands in defeat and proceeded to heckle the rest of the competitors as he is so well known for. The only plane that I pulled out of the box that was close to being trimmed was my Dime Scale Martin MO-1, which triumphed over Don for its second Nats win in two tries. My peanut scale B.A.T. Monoplane won the event with a 2:34 flight after much struggling to figure out which way it wanted to turn.

Overall it was a spectacular week and will definitely be put on my list of yearly events to attend. Hats off to Bruce Kimball and David Lindley for their outstanding CD and organizational skills. David has become a real pro at the CD table and would make his late father, Don, real proud. Don was the CD for several outdoor Nats back in the day. Also, a big thank you to Derek McGucken for his help at the scoring tables, on the stopwatch when needed and for accepting a chair and some other items that did not fit into Don's van for the trip back to Denver. Derek is a local Moscow outdoor Free Flighter that will come in

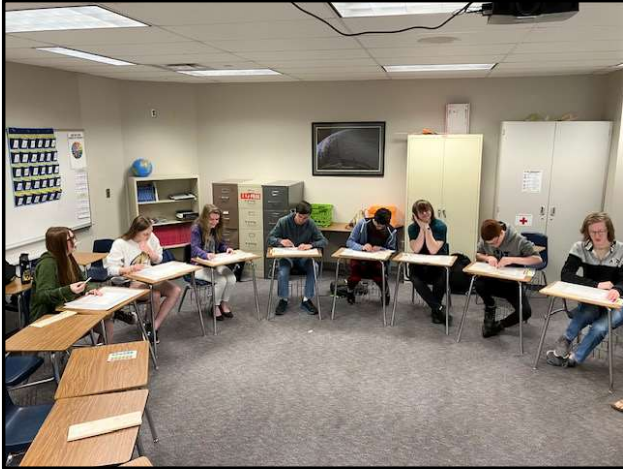
handy for future events there. He has offered to be the caretaker of models and boxes which we might decide to have shipped out there rather than have them driven out there. Derek says he has plans to make it to one of our big MMM outdoor contests in the future, and we'll welcome him with open arms.



Tom's BAT monoplane. Notice the incredible detail on the propeller, the rib stitching, the wires (some faux, some real). This model scored a perfect scale score.



## Lewis-Palmer HS AP Physics wraps up the year with a Mountain Lion Build



Building in the round speeds things up.



"Yes, Mr. McGrath, I know how to work a pair of scissors."



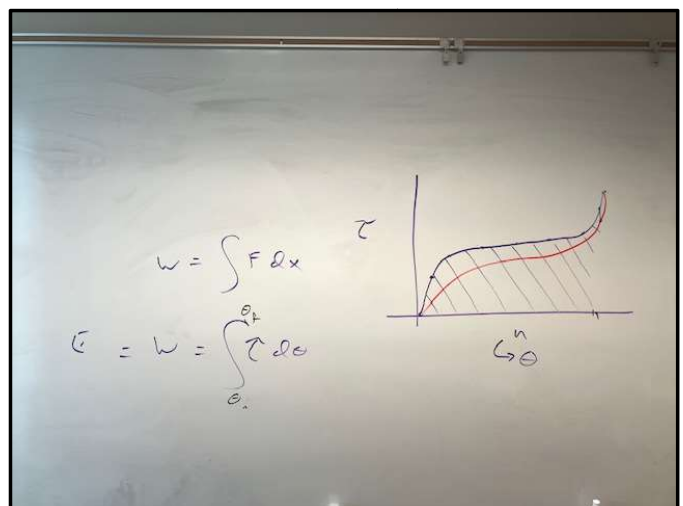
"Now that's a wing!"



Day 2: Team photo—ready to launch in the worst possible flying situation—the cafeteria (A 24-foot ceiling, actually, but lots of interference)



Sweet launch!



"Could we quantify the energy we put into the rubber? Will we get as much out as we put in?"



## 2023 MMM Scramble Summary

(As of June 2023)

ENTRANT	Total Pts	Overall Place	April	May	June	July (14R)	Aug	Sept	Oct	Nov
Don DeLoach	100	3	100							
Silly DeLoach	100	3		100						
Sean McEntee	14	7	14							
John McGrath	117	2	67		50					
Pete McQuade	72	6	72							
Frank Menanno	271	1	93	97	81					
Rick Pangell	100	3			100					

**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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AMA NO. \_\_\_\_\_

DESIRED STATUS(CHECK ONE):

MEMBER \_\_\_\_\_ 2023

DUES: Adult - \$45.00  
16-20 years - \$10  
(Under 16 yrs. old - FREE!)

NEWSLETTER SUBSCRIBER \_\_\_\_\_ 2023 RATE: \$15.00 PER YEAR

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**MMM 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](mailto: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*

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[MMMFreetflight+subscribe@groups.io](mailto:MMMFreetflight+subscribe@groups.io)

MMM MONTHLY GET TOGETHER MTG!

Every Second Thursday at 7:00 PM.  
Dinner at the Castle Cafe in Castle Rock. Check with the Groups.io webgroup for info.