



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2023-05
(July-August)



Are you kidding? The Wandering Eagle by Josh Finn.
Come to the RMFFC to see it fly!

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Upcoming Events

The 58th Rocky Mountain Free Flight Championships Saturday through Monday, September 2-4

Please come on out and support MMM flyers and visitors—Fly your planes, time some flights. Haute cuisine and haute flights? Grilling each day ☺



The President's Corner

By Pete McQuade

If summertime were a watermelon, then mid-August would be the sweetest slice. And so it has been thus far in 2023. We've had so many days with weather perfect for free flight. What a great way to prepare for our biggest contest of the year, the **Rocky Mountain Free Flight Championships**. It's just around the corner—Sept 2-4. Please plan to attend, as participation by our club members is essential to keeping the RMCs the top-notch contest it has always been. And this year, we'll be having a very special treat. Josh Finn, free-flight competitor par excellence and co-founder of J&H Aerospace, will be shooting for a spot in the record books, with what would be the world's largest rubber-powered aircraft—to be flown on our field during the RMCs. You don't want to miss this contest!

Looking back over the summer, it's satisfying to recall that the 14-Rounder contest was a solid success, despite a challenging start. Saturday's winds forced some rounds to be postponed until the next day, which turned out to be an ideal free flight day. As it turned out, on that very busy Sunday, we were able to complete the Centennial Cup and the Columbine Cup contests, both of which are America's Cup Contests. That's very important for our out-of-town visitors who made the trip in search of America's Cup points. For more details on the 14-Rounder, please see the contest report elsewhere in this issue of the MaxOut.

The August 9 Scramble—the annual “Late Day Contest” went quite well, even if we had to dodge occasional rain/hail squalls throughout the day. Chuck Etherington did a great job, organizing both the contest and the end-of-day barbecue. He and Frank Menanno also did the club a great service by mowing the weeds around the parking and launching area. Thanks, guys! This was a godsend. The flying was

excellent that day. (How do Skilly DeLoach and Frank have the energy to put up flight after flight, all day long?) In the end, the temperamental weather made it necessary to postpone the barbecue until a later contest. Stay tuned for more on that in the future.

As many of you have observed this year, there have been some problems with our locks on the Quincy gate. First, someone damaged our old reliable brass lock, to where it was inoperative. Then someone removed the locks we used to replace it. Chuck Etherington is working with the State Land Board and with other lessees to rectify this situation. In the meantime, please be sure that you close the gate after passing through. And be especially vigilant that you don't accidentally “lock out” another tenant's lock. This angers other tenants and is a mistake that's easy to make, especially if you're tired or distracted. Just remember that all the locks should form a continuous “chain,” without any lock just dangling by itself. If you have any questions about this procedure, please talk to me or another club officer, and we'll make sure you're up to speed on the procedure.

That's enough for this month. See you at the RMCs!



“If you match the rainbow's angle, that's an automatic max, right?”
Right, Skil’!

The 44th Annual MMM 14-Round Contest Denver, July 8-9, 2023

By Pete McQuade, John McGrath, and Jace Pivonka,
CDs

This year, the 14-Rounder kicked off on Saturday rather than the traditional Friday, because F1E Slope Soaring was postponed until the Rocky Mountain Champs in September. The F1E World Championships in Romania (August 1st) were just too close to our contest dates.

Our cool, wet spring in Colorado meant our field was exceptionally lush and green—lovely to look at but a bit of a challenge for chasing. A few flyers began practicing on the field on Friday: Enes Pecenkovic and Jerry Fitch were there from California and Tiffaney O'Dell and Blake Jensen had flown in from Oregon. They were all rewarded with sunshine and moderate, manageable winds for much of the day. Other long-distance travelers included Risto Puhakka and Jack Murphy.



View of the sizeable turnout on Saturday. Note the clear summer sky and the luxuriant foliage, product of a rainy springtime. (Photo courtesy Bernie Olson.)

No sooner had that round ended than wind strength and direction once again became too difficult for safe chasing, given the field conditions. Once again, we CDs conferred, taking additional input from our FAI expert, Chuck Etherington, as well as from the FAI competitors. We decided to adjourn and resume the next morning. Our plan was to hold Rounds 3 and 4 of the Centennial Cup starting at 8:00 am Sunday, hoping to complete the minimum of four rounds required for America's Cup purposes. After that, we would begin the second contest, the Columbine Cup, hoping we could hold at least five rounds. We would also resume Saturday's AMA/NFFS/SAM events, holding them simultaneously with Sunday's events.

Sunday was everything Saturday should have been. Skies were mostly clear, winds were light, temperatures were warm, but not oppressively so, and chases were more civilized. The full day of flying was made even more enjoyable by the fabulous food grilled by our chefs, Darold Jones and Jeff Pakiz. (Saturday's barbecue had been skillfully performed by Bernie Olson with help from Jeff Pakiz and Frank Menanno.)

**For further 14-Rounder photos and
complete results, see Page 13**



Saturday, Centennial Cup day, dawned clear and pleasant, with light breezes for those last-minute test flights. However, just as though a switch had been thrown, moments before Round 1 began, the wind demon showed up and the flying became more challenging. Nevertheless, the FAI flyers made it through Round 1 in good shape, although chases were somewhat long and a bit tougher because of the tall prairie grass. The AMA/NFFS/SAM flyers began to fly, too, but on the cautious side. Round 2 proved to be even a bit

1995 World F1B Champion Jerry Fitch prepares his model. (Photo courtesy Bernie Olson.)



The contest results appear elsewhere in this issue of The Hawk. Suffice it to say that flying was of a very high caliber—as confirmed at the awards ceremony at the end of the day. After the “FAI Champagne-Cork Flyoff,” we enjoyed that special brand of free flight camaraderie that makes such gatherings so special. With winds dropping to near zero, Jace Pivonka just had to put in a few more test flights of his discus-launched glider. Before long, the parking and launching areas had been returned to their usual pristine state and the 2023 14-Rounder entered the history books.

Special thanks go to the generous people who helped make this contest successful. Thanks, Don DeLoach, for help with advertising the 14-Rounder. Thanks also to Chuck Etherington for setting up the parking area, buying food for the barbecues, moving all the heavy items, and ensuring our “clubhouse” was spotlessly clean. Thanks to Jerry Murphy for his donations of food for the barbecues. And to Andrea Aiken, Jace’s Mom, for that wonderful home-baked pie with home-grown apples. (Andrea is a strong believer in the Builder of the Pie Rule—Ed.)

Thank you, Mark Covington, for once again running the HLG/CLG “pen.” Thanks also to Marilyn McQuade for much help with scorekeeping. And, of course, thanks to all of our club members who flew and to our out-of-towners who made long treks to be with us. We look forward to seeing all of you next year!



Tiffany O’Dell, Blake Jensen, Jace Pivonka and Frank Menanno eye Sunday’s idyllic sky in anticipation of the next thermal.



Frank Menanno sends his F1G off into the boiling blue. (Photo courtesy Bernie Olson.)

Bernie Olson’s camera catches Pete McQuade’s F1A on tow. Notice the brilliant blue backdrop!



Projects and New Builds

Frank's E-20



This is Frank's lashup of old and new! No one's quite sure what the original model was, but Frank came across it in the shed and equipped it with BMK's E-20 package: Motor, prop, speed control, timer and RDT. You should see this thing go! It was a little unpredictable at the last scramble, but Frank reports he's got it fully under control now, and is ready for the RMFFC.

John's Embryo



Don gave me this kit a while ago. It's BMJR's mini Sparky, and after taking a really long time to get it done, I finally did a sprint before the August scramble and finished it. The kit went together really well, and I figured out a pop-up wing DT arrangement for it. To my surprise, it flew very nicely! It runs on a 6-

strand 20" loop of 3/32, and I think I could try longer. I did it in blue and yellow, to imitate the full-sized Sparky that Herb Kothe gave me a couple of seasons ago.

Sean's A-10



"I've built 4 or 5 A-10 gliders for Jet Cat, but never could get them to trim properly. I had a conversation with Rick at the May Scramble and he gave me some good coaching on how to set them up on the bench and how to trim them. Building this one was hard: not only is an A-10 a challenge in of itself, but it was tough to sit down and build a glider that has a horrible track record to date. Took it out to Norris Ranch with Bernie and Frank a few weeks ago. All of Rick's help worked...it's a flyer! I'm bringing it tomorrow (**to the scramble**) to finish trimming (the altitude difference between here and there seems to be a factor).

Construction includes an 8mm x 4mm CF rod running the length of the fuse. The stab and rudders interlock to increase joint strength, and the landing gear pods are 1/64" ply sandwiched between 1/32" balsa.

Finish is Tamaya paints and Callie Graphics markings of the 188th Wing, which traded their A-10s for MQ-9 Reapers about 10 years ago. Weight is 28g"

Cool, Sean! Flies great, too!

Home on the Range(s)

Chuck Etherington, Flying Site Coordinator

Field Maintenance

What do the Lowry and Norris Ranches have in common? MMM Free Flight models gliding over the pastures, of course! Apart from the annual Lowry lessee's meeting report, information about our flying fields is somewhat scattered. Frank Menanno had the bright idea of ongoing flying field information being shared in the newsletter. Consequently, the MaxOut will include a flying field update feature on a regular basis.

Gate Gate (term coined by Frank)

The night of July 8th (during the 14R), some kids used the winch on their Jeep to break gate locks (including ours), chains and some fences. They managed to roll the Jeep near the missile silos and had to call for another Jeep to come and either pull them up on their wheels or tow them out. Despite the fact that these Mensa candidates left their insurance card at the scene (yes, that really happened), the Arapahoe Co Sheriff's Dept. wasn't unwilling to investigate. Consequently, the cattle rancher, Nick Trainor, tracked down the suspects and discussed the matter with their now very disappointed parents. They will be furnishing Nick a length of chain, a number of locks (including one to replace ours) and for the kids, two days work on the ranch to compensate for the time Nick lost repairing the damage.

End of the story? Yeah right. As a consequence of all this, the gate off Quincy is to remain closed and locked per the State Land Board (SLB). Easy enough, right? Unfortunately, we are now back into the nightmare of finding our lock outside of the daisy chain and having to use Nick's, the hunt club's or the SLB's lock to get through the gate and put our lock back in series (happened three times during the last scramble and once since). Ugh. Nick is working with Rachel Turner, SLB Lowry Manager, to find a workable solution. The bright spot in all this is Nick holds up his relationship with MMM as the "model" (his word) of what lessee relationships should look like.

Steve Curry

Unfortunately, our good friend Steve Curry (hunt club Huntmaster/Master of Hounds) has taken another position with a hunt club in the east. A couple of attempts have been made to contact Steve's replacement to introduce ourselves, but so far no luck.

Tall grass and high flights (sung to the tune of Green Grass and High Times)

As most of you are aware, the grass and weeds are very tall this year. In addition to hiding models, the grass hides things like holes, washes and barbed wire, so please be careful walking and chasing. The top of the hill at Lowry has been mowed to make walking around easier and reduces the possibility of stepping in a Prairie Dog hole or encountering a rattle snake. With the RMC approaching, it's a good time to remind everyone that if a snake is encountered, let Don DeLoach or Chuck Etherington know so it can be moved down to Coal Creek.

Mosquitos

With standing water back on the field (think ROW pond), mosquito dunks will be used prior to the RMCs.

Shelter status

Yikes! Per discussions with Rachel and a vote at our annual meeting, we purchased a 10' x 20' metal carport to serve as our permanent CD/scorekeeping shelter. Unfortunately, a smaller 10' x 15' has been shipped from the factory three times in error. The good news is that the price dropped between the 1st and 2nd orders so we got the lower price, and then we were given an additional 10% discount. I just received an email that the 4th shelter is at Home Depot awaiting pickup. At least I've learned to cut the straps in the store and look at the label before pushing the thing (500 lbs+) across the parking lot and loading half of the boxes into my truck before discovering it's the wrong one.



Little Clubhouse on the Prairie

Scramble (Late Day Contest)

06 Aug 2023

CD Chuck Etherington

Flying conditions: Very good - temperature high 60s to low 70s – overcast all day – light drift.

We were fairly successful avoiding the rain but did suffer a late afternoon hit. John McGrath and Rick Pangell launched just in front of the rain and came back drenched. Rick said he hovered over his model to protect it from the rain and possible hail, but if I had stumbled across it, I'd have used it as an umbrella. Don DeLoach was having trouble finding his daughter Skilly's E36 and it got soaked before Frank Menanno was able to find it. Len Sanders caught his first thermal and, unfortunately, had a DT failure. (Awesome flight, Len! ...Ed.) Chased it on foot but I believe Sean McEntee ended up retrieving it for him.

Post rain, fliers took advantage of the beautiful conditions and flew into the evening. The sun even came out for a few minutes. A poll was taken whether we should fire up the grill for our scheduled cookout. Several of the guys were still wet and cold from the rain so we opted to cancel. The option is open to kick the can down the road and have the cookout at the Sept or Oct scramble.

The turnout was quite good for a scramble (14 vehicles on the field). Many of these events nowadays could be considered “silent meets” with prop noise from electric power models being the loudest sound. This day, however, saw (or should I say, heard) fliers Frank Menanno, Ken Phair and Len Sanders making loud engine noises – a symphony of horsepower as it were.

Regarding the flying field, the field maintenance ferries (I may want to reconsider the use of that term) mowed a couple of acres. That makes it better to fly on and reduces the chance of being surprised by a snake. Frank also filled in the abandoned Prairie Dog holes to reduce the risk of twisting an ankle. We did have an all-day issue with the gate locks but that's being addressed.

Not counting fliers who were there for the purpose of trimming, there were eight who signed up, 21 events entered and 59 official flights recorded. It was a very fun day but it ‘flew’ by much too fast!

<u>Scramble</u>		<u>FAC Jet Catapult</u>	
1	Frank Menanno	1	Don DeLoach
2	Rick Pangell	2	Sean McEntee
3	John McGrath	3	Rick Pangell
4	Mark Covington	4	Jeff Pakiz
5	Skilly DeLoach		
6	Sean McEntee		
7	Don DeLoach		
8	Ray Boyd		

See Scramble Season Standings p. 16



Bernie launches his P-30



Waiting for the wind & rain to abate

Memes by Mr. Menanno



Skilly preps her P-30 "Raven" after the rain. Still looks threatening!



**Thank your Timer
The backbone of
Free Flight**



Frank wins! (That's two stickers in a row, Frank. At least.)

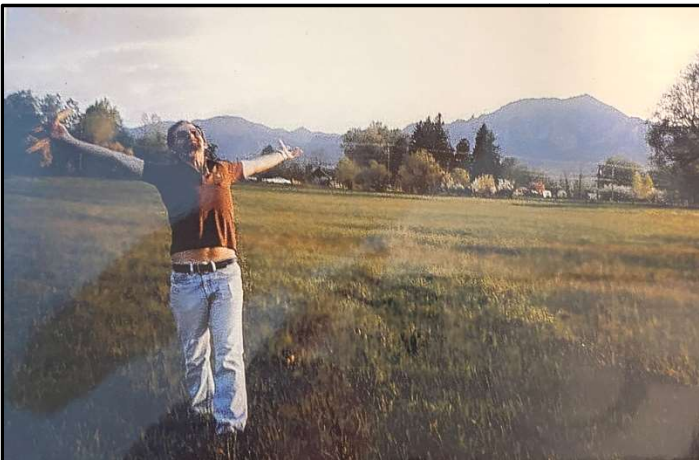
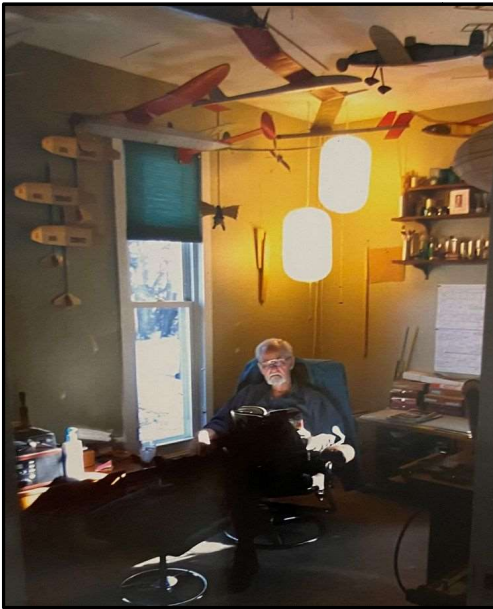


**"Good things come to people who
wait, but better things come to those
who go out and get them."**

In Memoriam

“Richard Allen Arnold was born in Plainview, Texas in 1940 and began building model airplanes at 3 years old. After his stint in the Navy, he began a long career in the aerospace industry, working for Ball Aerospace for over 25 years, and then for the Laboratory for Atmospheric and Space Physics at the University of Colorado, where he was instrumental in their procurement of NSA certification. He was a member of the Society of Antique Modelers, the National Free Flight Society, the Academy of Model Aeronautics, and a devotee of every issue of Flying Aces. Richard’s skill, joy, and integrity in aeromodeling reflect the depth of intelligence, mindful attention, and loving patience he brought to every aspect of his life. He wanted a Sky Burial, and thanks to Tom Norell and his colleague Rachel, and to the Magnificent Mountain Men, his dream of a Free Flighter’s Sky Burial can be fulfilled, as the areomodelers set his models into the sky.

In memorium to my beloved husband who loved the sky.
Kristine Arnold” **Richard Allen left us on April 30 of this year.**



“It flies!” Rest in Peace, Richard

Jim O’Reilly, longtime friend of the MMM Club and decades-long participant in our contests, left us on July 20 at age 90. Jerry Murphy and his daughter had a chance to visit with Jim in Wichita recently, and Murph was kind enough to share with us not only a very kind note which Jim’s wife Marty sent him, but also the program from Jim’s funeral, which she’d sent along as well.

From the program: “All his life Jim was an avid model airplane designer, builder and competitor in what is known as “Free Flight.” These are very light models of balsa and tissue construction that glide in circles as they drift downwind, the goal being duration of flight. He attended many contests across the United States, with a particular emphasis on the Nationals each year. He designed many of his own planes, which were published in model airplane magazines, and he also wrote technical articles that advanced the hobby. He was active in the National Free Flight Society and SAM (Society of Antique Modelers), and was inducted into the SAM Hall of Fame in 2006, and into the National Free Flight Society Hall of Fame in 2007.”



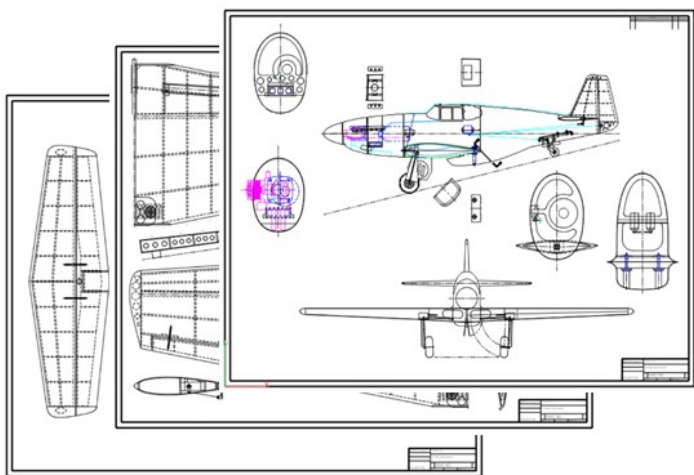
In her August 4 note to Murph, Marty writes, “Jim and I always looked forward to the MMM contests and we were left with many good memories of the enjoyment Jim had of flying there. Your hospitality was great and so are the people. Oh! So many memories left behind! My love and regards to all the MMM people.”

And now for something completely different: Bernie Olson's P-51 project

Yeah, I know – this isn't a free flight model. Just as you guys have generously taught me so much about free flight this year, here's an opportunity to reciprocate about some RC model construction techniques. I've been building/flying RC models for most of the last 50 years and the most recent model to emerge from the shop this summer is a sport-scale P-51C. This is the second one, the first was completed in 2022 but came out too heavy to be much more than a boat anchor. I did fly it. Once. That was enough. Now it's a static display model hanging on the wall of my shop. Wanted to try again with a focus on weight reduction. The second came in three pounds lighter than the first and should fly well. Nice thing about our hobby is that we learn from failures as well as successes.



In scale, modelers start with 3-views and photos of the actual plane to be recreated. Draw up a set of plans. Cut the parts out – in this case have National Balsa laser cut them. Build it. The first model was of 'Princess Elizabeth' – a beautiful plane from the 352nd Fighter Group. The fuselage was molded with a solid fiberglass shell using a laminate of one ply of 3 oz and one of 6 oz fiberglass fabric.



Wings and tails started with 2 pcf hot-wired foam cores covered with 1/16-inch balsa skins. Construction techniques I've used on several Sr Pattern planes. Wood surfaces were

covered with 3/4 oz glass fabric; filled and sanded until all flaws were eradicated then covered with Flite Metal. This is soft, thin, adhesive backed aluminum sheet. Pieces are applied in the same pattern as the actual plane's skins and the result is stunning. Of course, it's a Mustang so it must have retracts. An OS .95AX in the nose and weight came in a bit over 11 lb. Yikes! Back to the drawing board:

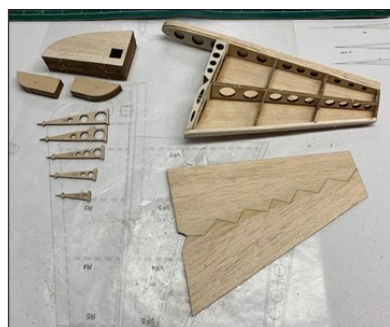
Second attempt. Sacrifice scale to save weight: Fixed landing gear (nuts); Klass Kote paint instead of bare metal; built-up wings and tails using laser-cut parts; glass/balsa/glass sandwich fuselage shells. Chose a different plane from the 352nd simply identified as 'PZ-S'. Result: 8 lb – much better!



Laser cutting lets us effortlessly lighten parts.

Let the laser do it! A lot of air in that wing structure. I've also adopted $\pm 45^\circ$ shear webs on wing spars for scratch-built models. They're laminated out of two pieces of balsa; one at $+45^\circ$ and the other at -45° .

Strong & light! Pop some lightening holes in there. The shear will get around them. The second tails came out much lighter than the first set. The first plane required nose weight; the second needs tail weight. Again, laser cutting allowed effortless weight reduction. The second fuselage used a sandwich laminate: 1 ½ oz fabric face plies with a 1/32-inch balsa core. A setup seen in a lot of today's pattern planes. It does force the layup to be vacuum bagged. A bit more hassle but the results are nice.



And here I was all proud of my Embryo...Ed.



At the 14-Rounder: The ever-exuberant FAI master, Enes Pecenkovic. He's holding the perpetual trophy he won as the 2-day champion.

Sean's new Airbrush



I found an airbrush that some folks might find more comfortable to hold than a typical airbrush. It's has a gun-style grip, and sells for only 30 bucks on Amazon. The nomenclature isn't very specific, but with a simple "airbrush kit" search, it is one of the first selections that pops up. It did a pretty decent job. Comes with everything but a compressor.



At the 14-Rounder: Frank launches his Coupe—beautifully!

More from the 14-Rounder



Jack Murphy and Frank Menanno consult at the scoreboard. (The now-unsheltered scoreboard)



Rick sends his Half-A power model skyward



Jace enters "The Jace Zone"—sensing the approaching thermal...



The boys—Rick and Darold—sipping bubbly at the after-party



Some happy winners! Left to right: Jack Murphy, Frank Menanno, Tiffany O'Dell, Jace Pivonka

2023 MMM 14-Rounder

FAI Events Flown to a 7 round format

Event	Competitor	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	FO1	Total	Place
F1A Centennial Cup (Saturday)		Max: 180	Yellow = rounds flown Sunday						FO1	Total	Place
	Risto Puhakka	180		176						356	2
	Enes Pecenkovic	180	180	139	180					679	1
	Pete McQuade	92		180	10					282	3
F1A Columbine Cup (Sunday)		Max: 180							FO1	Total	Place
	Risto Puhakka	180								180	3
	Enes Pecenkovic	180	180	180	174	180				894	1
	Pete McQuade	180	131							311	2
F1B Centennial Cup (Saturday)		Max: 180	Yellow = rounds flown Sunday						FO1	Total	Place
	Jeremy Fitch	180	178	180	180					718	2
	Blake Jensen	180	180	180	180					720	1
	Jace Pivonka	180	180	180	109					649	3
F1B Columbine Cup (Sunday)		Max: 180							FO1	Total	Place
	Jeremy Fitch										
	Blake Jensen	130	180	141	112	180				743	2
	Jace Pivonka	157	180	180	142	180				839	1
F1Q Centennial Cup (Saturday)		Max: 180	Yellow = rounds flown Sunday						FO1	Total	Place
	Jack Murphy	147	141	153	180					621	1
F1Q Columbine Cup (Sunday)		Max: 180							FO1	Total	Place
	Jack Murphy	180	135	152	180					647	1

FAI Mini Events Flown to a 5 round format

Event	Competitor	Round 1	Round 2	Round 3	Round 4	Round 5	FO 1	FO 2	Total	Place
F1G Centennial Cup (Saturday)		Max: 120	Yellow = rounds flown Sunday						Total	Place
	Frank Menanno	120	46	120	81				367	3
	Jeremy Fitch									
	Tiffany O'Dell	120	120	120	120				480	1
	John McGrath	60	120	118	120				418	2
	Jerry Murphy									
	Don DeLoach									
	Darold Jones	94		77					171	4
F1G Columbine Cup (Sunday)		Max: 120	F/O Max:	120	180		FO 1	FO 2	Total	Place
	Frank Menanno	120	47	59	36	120			382	4
	Jeremy Fitch	120	120	78	120	120			558	2
	Tiffany O'Dell	120	120	120	82	120			562	1
	John McGrath	120	51	120	73	120			484	3
	Jerry Murphy									
	Don DeLoach									
	Darold Jones	120	120	50					290	5

FAI Mini Events Flown to a 5 round format (Cont'd)

F1S Centennial Cup (Saturday)		Max:	120	F/O Max:	120	180	FO 1	FO 2	Total	Place
	JACK Murphy	120	120	120	120		93		573	1
	Frank Menanno	120	120	80	120				440	3
	Rick Pangell		69	120					189	4
	Jerry Murphy	120							120	5
	Todd Reynolds									
	Don DeLoach	120	120	120	120				480	2
	Darold Jones									

F1S Columbine Cup (Sunday)		Max:	120	F/O Max:	120	180	FO 1	FO 2	Total	Place
	JACK Murphy	120	86	120		120			446	3
	Frank Menanno	120	120	120	120	120			600	1
	Rick Pangell									
	Jerry Murphy									
	Todd Reynolds									
	Don DeLoach	120	120	120	120				480	2
	Darold Jones									

2023 14-Round Contest (44th Annual) AMA & NFFS Scores

Saturday Events : AMA, NFFS, and SAM

Catapult Glider		Max: 90										
Contestant	Age Group (Jr. or Adult)	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Flyoff 1	Flyoff 2	Flyoff 3	TOTAL	Contest Place
Sean McEntee		6									6	4
Don DeLoach		32	82	64	42	49	81				227	2
Mark Covington		90	45	90	49	90					270	1
Frank Menanno		68	88	42	29	32	62				218	3

E-36	Max:	120							
Contestant	Age Group (Jr. or Adult)	Flt 1	Flt 2	Flt 3	Flyoff 1 (10sec)	Flyoff 2 (5sec)	Flyoff 3 (5sec)	Total	Place
Jack Murphy		120	85	80				285	3
Todd Reynolds									
Fran Menanno		54	120	120				294	2
Rick Pangell		120	91	99				310	1

Fast Gas Combo	Max:	120							
Contestant	Class of Model	Flt 1	Flt 2	Flt 3	Flyoff 1	Flyoff 2	Flyoff 3	Total	Place
Rick Pangell		32						32	1

P-30		Max:	120						
Contestant	Age Group (Jr. or Adult)	Flt 1	Flt 2	Flt 3	Flyoff 1	Flyoff 2	Flyoff 3	Total	Place
John McGrath		120	106	47				273	2
Don DeLoach		120	120	107				347	1

Sunday Events: AMA, NFFS, and SAM

Hand Launched Glider	Max: 120											
Contestant	Age Group (Jr. or Adult)	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Flyoff 1	Flyoff 2	Flyoff 3	TOTAL	Contest Place
Sean McEntee		120	103	42	50	120	74				343	3
Don DeLoach		54	48	120	120	120		67			427	2
Mark Covington		29	49	61	31						141	4
Jace Pivonka		103	120	48	120	120		120	85		565	1

A/B Electric Combo		Max: 120							
Contestant	Class of Model	Flt 1	Flt 2	Flt 3	Flyoff 1	Flyoff 2	Flyoff 3	Total	Place
Todd Reynolds	A	120	120	47				287	3
Jack Murphy	A	120	120	120	120	102		582	2
Rick Pangell									
Frank Menanno	A	120	120	120	120	120		600	1
Todd Reynolds	B								
Jack Murphy	B	120	120	120				360	

Classic Open Towline Glider		Max: 180							
Contestant	Class of Model	Flt 1	Flt 2	Flt 3	Flyoff 1	Flyoff 2	Flyoff 3	Total	Place
Todd Reynolds									
Mark Covington		142	159	48				349	1
Don DeLoach		180	87	67				334	2

Mulvihill/Moffett		Max: 180							
Contestant	Class of Model	Flt 1	Flt 2	Flt 3	Flyoff 1	Flyoff 2	Flyoff 3	Total	Place
John McGrath									
Ray Boyd	Mulvihill	36						36	1

Sm/Lg Nos Rubber Combo		Max: 120							
Contestant	Class of Model	Flt 1	Flt 2	Flt 3	Flyoff 1	Flyoff 2	Flyoff 3	Total	Place
Don DeLoach									
Ray Boyd	Small Nos	58						58	1

Slow Gas Combo		Max: 120							
Contestant	Class of Model	Flt 1	Flt 2	Flt 3	Flyoff 1	Flyoff 2	Flyoff 3	Total	Place
Rick Pangell		91						91	1

2023 Perpetual Silver Cups/Trophies	
F1A	Enes Pecenkovic
F1B	Jace Pivonka
F1C/P	Not Competed
F1Q	Jack Murphy
F1G	Tiffaney O'Dell
F1H	Not Competed
F1J	Not Competed
F1S	Frank Menanno



2023 MMM Scramble Summary (As of August 2023)

ENTRANT	Total Pts	Overall Place	April	May	June	July (14R)	Aug	Sept	Oct	Nov
Ray Boyd	7	14				6	1			
Mark Covington	115	6				60	55			
Don DeLoach	208	4	100			80	28			
Skilly DeLoach	153	5		100			53			
Darold Jones	48	11				48				
Sean McEntee	101	8	14			57	30			
John McGrath	259	2	67		50	50	92			
Pete McQuade	107	7	72			35				
Frank Menanno	471	1	93	97	81	100	100			
Jack Murphy	97	9				97				
Jerry Murphy	20	13				20				
Rick Pangel	248	3			100	52	96			
Jace Pivonka	94	10				94				
Todd Reynolds	48	11				48				

***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

NAME _____

STREET ADDRESS _____

CITY/STATE _____ ZIP _____

PREFERRED PHONE _____ EMAIL: _____ 

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

SEND CHECK PAYABLE TO: MMM CLUB
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33946 GOLDFINCH DR.
ELIZABETH, CO 80107

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- Click on "Send Money" in the upper menu bar
- In the "To" block, type in mmmfclub@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