



# THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2023-06  
(September-  
November)



First max at Norris! It's about 9:02 at the October Scramble, and within an hour Frank had maxed out with his A Electric.

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## MMM Club Officers and Contact List

### President:

Pete McQuade 719-433-5346

### Vice President:

Jace Pivonka 720-202-2936

### Sec'y / Treasurer and Flying Site Coordinator:

Chuck Etherington 720-201-6218

### PR:

Don DeLoach 719-964-7117

### Indoor Coordinator:

Sean McEntee 314-910-2097

### Club Records Monitor:

Don DeLoach 719-964-7117

### Club Points Monitor:

Jeff Pakiz 303-337-9188

### Newsletter & Website:

John McGrath 719-963-9227

## Upcoming Events

### **Beth Eden HS (Indoor)**

--December 8

--December 15

As usual the sessions begin at 6:00pm and the address is 2600 Wadsworth blvd.

### **Manitou HS (Indoor)**

--Second Sundays, 10:00 to 5:00

(Note—this is under revision—please watch Group.io chat)

### **MMM Annual Meeting 6 Jan 2024**

--The Grange, Franktown



## The President's Corner

*By Pete McQuade*

So much has happened since the last issue of the MaxOut! First, the Rocky Mountain Championships were a great success. Many thanks are due to our CDs, Don DeLoach, Chuck Etherington, and Mark Covington to the many club members who helped run the contest, and to everyone who flew in it. The event was marked by great weather, great flying, and an attempt at a new record for the Guinness Book of World Records. It was literally one for the books. Look for the full results elsewhere in this issue of The MaxOut.

Then October brought an exciting new facet to our flying scene. For some time, Don DeLoach and Chuck Etherington had been discussing the possibility of holding a Scramble contest at the MMM's "Norris Ranch" field off Squirrel Creek Road, about 10 miles southeast of Colorado Springs. They discussed the idea with the MMM's Leadership Council, and we all agreed to give it a shot at the then-upcoming Scramble on October 15<sup>th</sup>. As you'll see in the contest report in this issue of the MaxOut, we were able to pull it off, and we even had great weather for enjoying this very nice field. Although Lowry will remain our usual contest site, we hope to hold occasional contests at Norris in the future. If you didn't make this one, give it a try next time. I think you'll be happy you did.

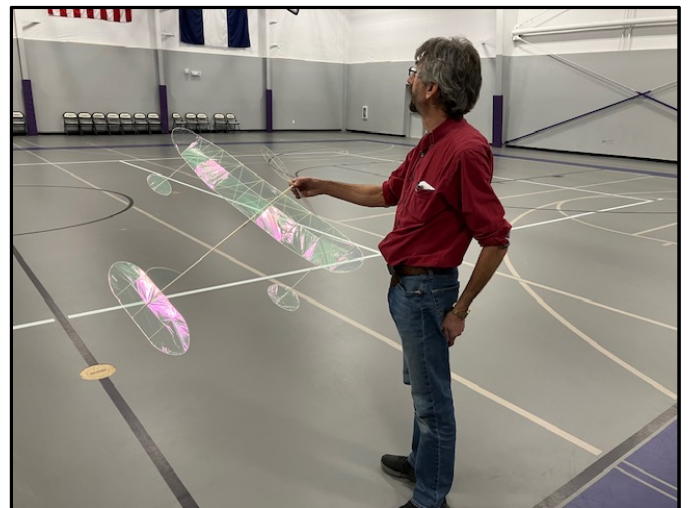
And now we slide seamlessly into the indoor season. Many thanks to Darold Jones, who once again arranged for the MMM to have access to the great Manitou Springs High School. The sessions run from 9:30 am to 5:00 pm. At present they're scheduled for 2<sup>nd</sup> Sundays, but that may change. Watch the website and Group chat for exact dates.

It's with great sadness that on September 5<sup>th</sup> we had to say goodbye to one of the MMM's most delightful and enduring personalities, Sue Etherington, Chuck's wife. Everyone loved Sue for the vibrant way she embraced life and for how she made everyone she encountered feel like a cherished friend. Chuck, our hearts are with you and with Sue, who's watching from above.

On another note, we've been very fortunate to see Rick Pangell and Darold Jones recover from some serious health problems that landed each of them in the hospital for a while. Stay well, our friends! We need you out there flying!

Finally, the MMM's Annual Meeting will be Saturday, January 6, 2024. Put it on your calendar--we'll have lots to talk about! Chuck is trying to once again secure access to the Pikes Peak Grange in Franktown, CO for the meeting. Thanks, Chuck!

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



David goes flying verrrry slowly!

# 58th Rocky Mountain Free Flight Champs September 2-4, 2023

Denver, Colorado

CDs: Don DeLoach, Chuck Etherington,  
Mark Covington



## THANK YOU:

Field setup: Chuck Etherington

CD help: Jace Pivonka, Pete McQuade

HQ Tent: Pete McQuade

Scale Judge/Mass Launches: Jeff Pakiz

Cooks/provisioning: Bernie Olsen, Frank Menanno,  
Pete McQuade. John McGrath

Glider Pen: Sean McEntee and Mark Covington

Cash prize sponsors: Dave Wineland, MMM Club.

Raffle donors: Tom Norell, Jeff Pakiz, Jerry  
Murphy, Richard Arnold,

Darold Jones, Jim Lueken (<plansandthings.com>)

Don DeLoach. Sorry if we  
missed anyone!

RMC Grand Championship (choose up to 1 power, 1  
rubber, 1 glider, 2 of any type)

Jace Pivonka 15 pts \$50 cash award

Josh Finn 13

Jack Murphy 10

Bob Hanford 9

Mark Covington 8

Steve Wrigley 7

Dave Aronstein 7

Junior Grand Champion (choose 1 power, 1 rubber,  
1 glider, 2 of any)

Caleb Finn 14 \$50 cash award

Skilly DeLoach 11

Paul Finn 8

Ruckus In the Rockies HLG Champion

Don DeLoach 14 \$100 cash award

Jace Pivonka 12

Sean McEntee 7

Josh Finn 7

Mark Covington 5

Rubber Champion - Gibbons Memorial Trophy

Don DeLoach 23

John McGrath 14

Jace Pivonka 12

Tom Arnold 10

Bob Hanford 4

Frank Menanno 4

Steve Wrigley 4





### Glider Champion - Collins Memorial Trophy

Don DeLoach 31  
 Mark Covington 14  
 Todd Reynolds 12  
 Jace Pivonka 12  
 Sean McEntee 11  
 Josh Finn 7  
 Steve Wrigley 6



### Sweepstakes Award (all events count)

Don DeLoach 55 \$50 cash award  
 Bob Hanford 28  
 Jace Pivonka 24  
 Josh Finn 23  
 Frank Menanno 17  
 Mark Covington 14  
 John McGrath 14  
 Jack Murphy 12  
 Sean McEntee 11  
 Jerry Murphy 10  
 John McGrath 10



### Power Champion - McGhee Memorial Trophy

Bob Hanford 24  
 Josh Finn 13  
 Jack Murphy 13  
 Frank Menanno 10

### Saturday, 2 Sept.

F1A  
 Brian Van Nest 1193  
 Pete McQuade 999

F1B  
 Jace Pivonka 360

F1C/P  
 Bob Hanford 691

A/B Gas  
 Bob Hanford A 334  
 Frank Menanno A 250

Classic Towline  
Don DeLoach 448  
Mark Covington 79

FAC Embryo  
Don DeLoach 369  
Dave Aronstein 330  
John McGrath 317  
Steve Wrigley 52

5x5 HLG  
Don DeLoach 43, 53, 62, 80, 84 322  
Jace Pivonka 55, 90, 85, 43, 46 319  
Sean McEntee 34, 58, 63, 43, 56 254  
Josh Finn 43, 58, 43, 29, 41 214  
Mark Covington 52, 38, 21, 22, 20 143  
Rocco Ferrario 24, 11, 36, 16, 30 117  
Caleb Finn (J) 06, 17, 19, 13, 17 72  
Steve Wrigley 07, 07, 08, 09, 08 37  
Paul Finn (J) 04, 02, 16, 02, 00 24



FAC Old Time Stick/Fuse  
Don DeLoach 360  
John McGrath 300  
David Aronstein 87

FAC Golden Age/Modern Civil Scale  
Tom Arnold 118  
Don DeLoach 42

Nostalgia 1/2A | Early | 1/4A  
Bob Hanford 1/2A 321\*  
Rocco Ferrario 1/2A 237  
\*Dave's Gas Attack winner

A/B Electric Combo  
Jack Murphy A 600  
Frank Menanno A 478  
Drake Hooke A 335  
Todd Reynolds A 120  
Frank Menanno B 435  
Jack Murphy B 455

Mulvihill/Moffett  
Jace Pivonka Mulv. 1409  
Bob Hanford Moff. 736  
John McGrath Mulv. 235  
Hope Finn Mulv. 147

### **Sunday, 4 Sept.**

Dawn Unlimited  
Jace Pivonka 4:30  
Dave Aronstein 3:15  
Steven Wrigley 2:57  
Josh Finn 2:44  
Paul Finn 2:28  
Caleb Finn 2:13

F1S  
Frank Menanno 592  
Jack Murphy 573  
Don DeLoach 64

F1J  
Bob Hanford 247

F1G  
John McGrath 593  
Frank Menanno 447  
Darold Jones 415

F1H  
Brian Van Nest 363

CD Classic Gas  
Josh Finn 102

Old Time Catapult | HLG combo  
Don DeLoach CLG 171  
Mark Covington CLG 94  
Steve Wrigley CLG 90  
Hope Finn CLG 68

Frank Menanno CLG 41  
Jace Pivonka HLG 38  
Todd Reynolds CLG 35  
Sean McEntee CLG 8

FAC Low Wing Trainer  
Don DeLoach DH.94 44, 60  
Tom Arnold Firefly 4, 3  
Darold Jones Miles 2



FAC WWII Combat – 2 rounds  
Tom Arnold P-39 1st  
Jerry Murphy Sturmovik 2nd  
Don DeLoach Yak 3 3rd

HLG Mass Launch – 3 rounds  
Jace Pivonka 68, 120, 83  
Don DeLoach 60, 95, 76  
Sean McEntee 40, 150, 62  
Mark Covington 26, 78  
Josh Finn 21, 46  
Steve Wrigley 27, 43  
Paul Finn 6

Nos. Rub. Small | OT Rub. Sm. | Andrade  
Don DeLoach Nos. 453  
John McGrath Andrade 408  
Bob Hanford Andrade 263

FAC Jet Catapult Scale  
Don DeLoach La-150 114.0  
Sean McEntee A-10 110.5  
Steve Wrigley Canberra 102.0  
Tom Arnold Canberra 98.0  
Jeff Pakiz Canberra 70.0  
Don DeLoach Baka 68.0

AMA HLG  
Don DeLoach 360  
Josh Finn 300  
Jace Pivonka 283  
Mark Covington 276  
Sean McEntee 230  
Steve Wrigley 116

### Monday, 5 Sept.

Dawn Power  
Bob Hanford C 3:23  
Josh Finn E-36 3:14  
Caleb Finn E-36 2:55  
Jack Murphy E-36 2:52  
Hope Finn E-36 2:29  
Frank Menanno E-36 2:09

Large OT Rubber | Nos  
Ray Boyd 21

Nostalgia ABC/ E-Nos combined  
Bob Hanford C 120



AMA Catapult Glider  
Rocco Ferrario 180  
Don DeLoach 149  
Mark Covington 147  
Frank Menanno 119  
Jack Murphy 89  
Sean McEntee 88  
Todd Reynolds 51



AB Classic Gas  
Josh Finn 197  
Bob Hanford 43

AMA 1/2A | 1/2A Classic  
Josh Finn Cl 245  
Bob Hanford Cl 63

E-36  
Jack Murphy 465  
Frank Menanno 356



P-30  
John McGrath 360  
Frank Menanno 127

FAC Peanut Scale Best Flt Flt. Pts. Scale Bonus  
Total  
Don DeLoach Fike 22 22 61.0 0 83.0  
Jerry Murphy Cougar 3 3 59.0 0 62.0

FAC Rubber Scale Best Flt Flt. Pts. Scale Bonus  
Total  
Don DeLoach Fok. D.VII 80 75 60.5 15 150.5  
Tom Arnold P-51 66 63 61.5 10 134.5  
Darold Jones Stinson 26 26 60.0 0 86.0

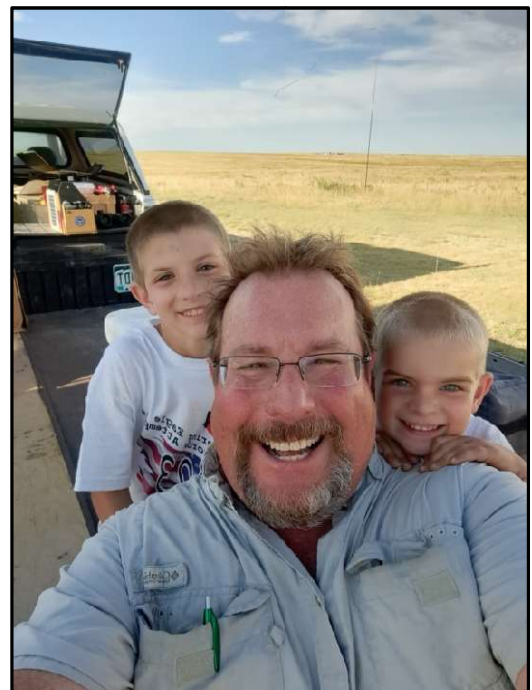
Jet Catapult Scale – Junior  
Skilly DeLoach 50  
Paul Finn 40  
Caleb Finn 39

E-36 – Junior  
Caleb Finn 471  
Paul Finn 313  
Skilly DeLoach 140

Classic Towline – Junior  
Caleb Finn 219  
Skilly DeLoach 49

P-30 – Junior  
Caleb Finn 333  
Skilly DeLoach 303  
Paul Finn 129

1/2A Classic Gas – Junior  
Caleb Finn 278



HLG – Junior  
Skilly DeLoach 98  
Caleb Finn 51  
Paul Finn 39

CLG – Junior  
Skilly DeLoach 90  
Paul Finn 80  
Caleb Finn 76

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**And the Wandering Eagle? Did it fly?  
Sure did!**



Alas, no records were broken, but the Wandering Eagle Team showed the kind of resourcefulness needed to manage BIG free flight aircraft! We look forward to another attempt in the future by this amazing 18-footer.



## Projects and New Builds

### Frank's new E-20's



In a very short time, Frank has mastered E-20. These little guys fly on a small motor, a 150 to 250 mAh cell, are allowed 20 second motor runs, and



need only a 90 second max. Beginning with a set of glider wings and stab, Frank extended the span to 20" and built a carbon-fiber stick fuselage with a pylon to hold all the goodies. The goodies include a fully functioning RDT & Timer from BMK. His design flies so well, he's made a double of it to take with him to the Southwest Regionals.

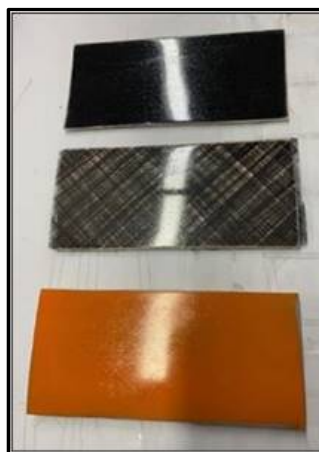
Frank had previously gained experience with the E-20 powerplant and electronics using a converted small rubber model, but once he coupled the system

to a more modern design, he can't seem to stop putting up maxes!



### Some new building techniques from Bernie

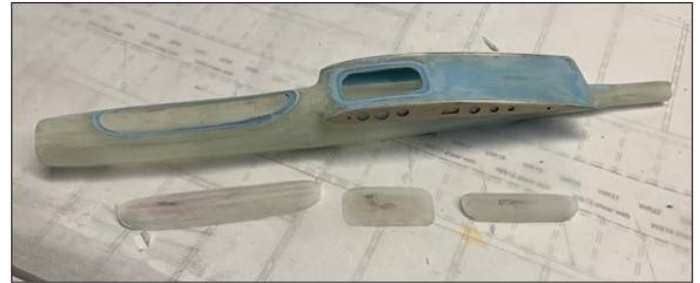
"Tried some new building techniques over the last year. Some worked and some didn't. Figured you'd be interested in a couple of the 'what worked' items; I'm excited by them.



Molded a set of spoiler blades for a sailplane using a sandwich with skins of 11 g/m<sup>2</sup> Carboweave and 1/32 balsa core. The two spoiler blades came in at a total of 2.30 grams (9.20 in<sup>2</sup>). Ordered a yard of 11 g/m<sup>2</sup> and another yard of 20 ½ g/m<sup>2</sup> from the Ukrainian manufacturer for experimenting. A lot of the molded carbon sailplanes are using this stuff. Pricy but super light and stiff! [Carboweave® \(cn-models.com\)](http://cn-models.com)



crossed, it worked! Just lathered up the cover opening with Superfil, smooshed the covers into position, squeezing out the filler. Wiped away the squeeze-out then wrapped rubber bands around the fuselage to hold everything in place. Sanded the filler flush after it cured. Covers were then pried off by slipping an Xacto knife under the edge of the cover. All three covers popped off cleanly; resulting in a zero-gap, perfectly aligned cover installation. Clean and super simple!



Happy building! Bernie”

### David Aronstein’s 48” HL Stick

Also molded a set of leading edges for the same sailplane with a solid Carboweave/glass laminate. Didn’t work well. Too light and easily distorted. Would have worked with a thicker laminate, sandwich, or over a foam core. I’ll use them but they’re clunky. *(Bernie—too light for R/C, maybe would work for FF?)*

“Auxilerons” is what they’re called. In response to wing misbehavior, David added additional ellipsoid surfaces that ride along just aft of the wing trailing edge, one on each side. (See photos on Page 2) They keep the wing from twisting incorrectly under flight loads. If you’ve seen this 1.93g, 48” span model fly, perhaps at Beth Eden or down at the Texas Roundup, you know David’s brought all of his incredible design and building skills to bear with this one. Even with dinky little quarter motors, this plane is something to see! It flies so slowly, you’d swear you’re watching a video in slow motion. Every stick is hand-stripped, and it’s clear that behind every design decision was David’s well-considered assessment of compromises.

Picked up carbon strip, rod and tube for the model from Windcatcher. Relatively inexpensive source for carbon bits. <https://windcatcherrc.com>

Check out David’s annotated sketch/plan on the next page. Incredible! Just poring over this one page contains not only detail about every major piece’s cross section and wood density, but it raises a thousand interesting questions, too! Great job, David, for this wonderful accomplishment.

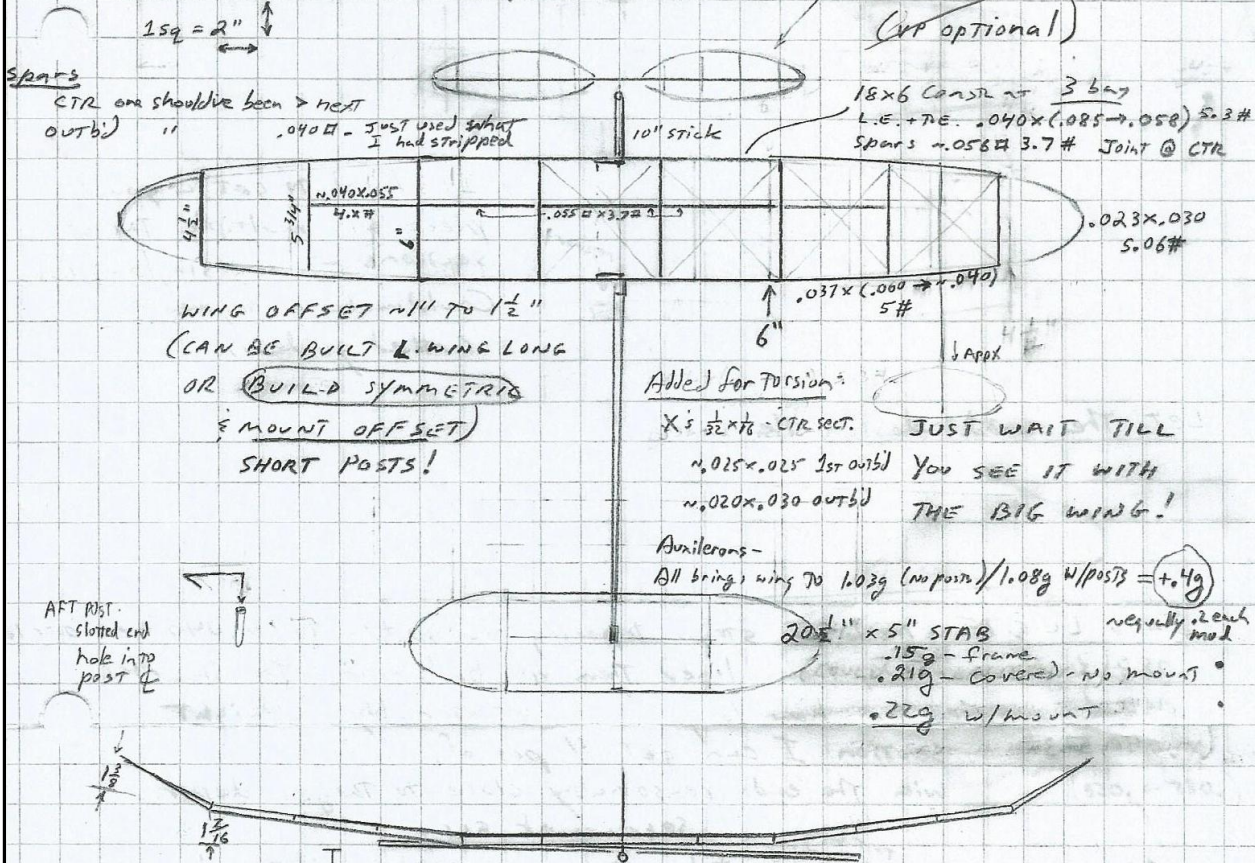
Second - It’s nice to get a tight fit on covers. It’s easy to fill the gap around the cover with Superfil, but the cover has to be protected to permit it to release after curing. I’ve used packing tape in the past on rectangular covers but a new model I drew up uses ellipsoid-shaped covers, so tape wasn’t going to work very well. I had a stray thought to try coating the covers with PVA this time and, fingers



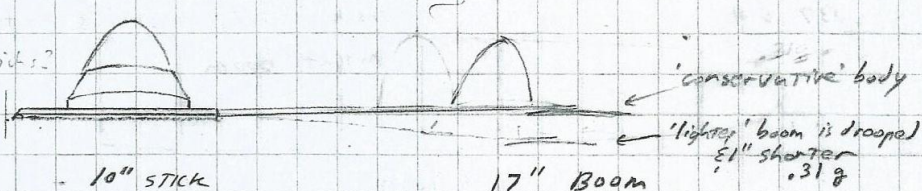
HL STICK - 48" SPAN

DAVID ARONSTEIN APRIL 2023

16" Low Pitch



See what would I have but maybe both 7/32" stick?



my INT SPARS

was 7/32 & 3/16

but boom from is 1/4" @ front

10" STICK

.016" x 7/32" I.D. 5LB

webs .0605.8#

.012 or .013 rear hook & Aft wing mount (floating J.E.)

1/8" standoff

17" Boom

.014" 4 to 4.5 LB

this wing

36" wing for ref

CTR & frame .26g

complete frame w/ post .47g

covered + spars .63

posts +.05

total .70

.68

.57

.36

.31

.22

.24

prop

1.53

1.48

1.28

Notes while building 1SD sq in wing:

No Tapered joints

Just curve the spars

Flat CTR 1 bay?

Tips spring back quite a bit

with strength in wing

1.93

1.53

1.48

1.28

1.28

1.28

1.28

## **Home on the Range(s)**

### **Chuck Etherington, Flying Site Coordinator**

#### **Field Maintenance**

#### **The Gate Gate**

Changing our locks from their “MMM” designation to painting them green has, at least for now, solved the problem of our locks being stolen, damaged or locked out of the daisy chain. As a reminder to those going out there this winter, the gate is to remain closed and locked per the State Land Board.

#### **New Hunt Club Employee**

I’ve met the new Master of Hounds, Amy McCracken, at the hunt club. She is very nice and has a keen interest in working with MMM. During our conversation, Amy and Dr. Beeman’s daughter, Laurie Beeman DeMayo, expressed an interest in the Titan I Complex on the ranch, so I sent them my report.

#### **Shelter Status**

As you know from the previous MaxOut, I had been struggling with Home Depot and the car port manufacturer to get the correct unit shipped. A 10x15 kept showing up instead of the 10x20 we ordered. It came as a primary box with 4 additional unlabeled boxes. Come to find out, the 10x20 is a 10x15 with an additional box of roof panels and an additional “frame extension.” Home Depot was not aware of that factoid and it didn’t show up in any of the manufacturer’s literature. Seems that a note like: “When purchasing a 10x20, you will receive a 10x15 kit and additional roof panels and frame extension” would have been too much additional literature. But during all this, the price dropped. We got the lower price plus a 10% discount for our inconvenience. One customer service employee was especially helpful and I recommended her for “Associate of the Month.”

#### **Mobile Porta-Potty**

With our 15 October scramble being held at Norris Ranch, our travelling porta-potty was pressed

into service. Unfortunately, servicing companies hate to come out to Lowry and even though they charge us a big mileage fee, getting them to show up within a month of when they say they will is like pulling teeth. Our clubhouse will also be put on a trailer so that it can be taken to Parker Porta Potty for service. No more providing a full clubhouse for our guests at the Rocky Mountain Champs. *(Thanks so much, Chuck!—Ed)*

## **September Scramble**

### **John McGrath, CD**

What a gorgeous day at the field! It began unexpectedly breezy, but then around 1000 the winds calmed, the temperatures rose, and despite there being only seven of us present, there was hardly a moment between the start of the contest until 1700 when there wasn’t something flying. As usual Jeff Pakiz was already set up and ready go before the rest of us. Frank Menanno was there early also, but no one beats Jeff to the field!

I began my flights by trying to tame a new Coupe built to the same design as the one I lost at the end of the 14R. Unfortunately my left wing was wonky to the point I couldn’t fix it with a heat gun, and though the plane flew well enough, I never could get it to settle on a nice climb and glide pattern. It just kind of wandered around and did its own thing when it wasn’t trying to scare us all with a low-altitude, high speed circle before climbing out. (“Terrain! Terrain!” called Sean at one point. Aviation humor.)

Frank gave his big yellow and black A/B Electric ship a great workout, but was having some difficulty settling an argument between motor cutoff and bunt timing. Fortunately, Frank’s planes climb so high that even with that issue, he was able to put up two maxes in each series. Frank’s biggest complaint was when the wind would sometimes die altogether and finding thermals became momentarily difficult. “We need lighter mylar on the streamers!”

Meanwhile, Sean arrived with Clara (Hi, Clara!) and got to work with gliders, putting up flights in HLG, CLG and Jet Cat. Sean’s still searching for that elusive 1-minute Jet Cat flight, but his A-10 (“brrrrp”) is such a great flyer that’s it’s only a matter of time. Sean said, “You know, I wouldn’t mind losing this one so I could build



another one.” WHAT? “If I have a well working model in a certain class it’s hard to justify making another one.” I guess that’s true, but it’s not like it’s a storage space issue. You could stuff five Jet Cats inside a Cheerios box.

Tom Norell came by for a visit and did some nice show-and-tell with two pairs of binoculars he had, one of which had some interesting optics that apparently permit your own eyes to take care of any range adjustment once they’re dialed in. Very interesting.

Darold was working on his Sea Vixen Jet Cat and was taking advantage of his van’s newly-discovered DC/AC inverter by Dremeling away on the stab—or vertical fin(s), I think it was. I confess I didn’t get to see it fly, but it sure is gorgeous. Very nice job. Darold and I both tried out our new lighter/better/faster sunshade options, he with an umbrella-type shelter that lies on its side with side curtains, and I with a Lightspeed half-shelter thing like Blake and Tiffaney sometimes use. It’s very nice to be able to toss planes into it to get them out of the sun and wind.



Jeff worked on his red B-57 Jet Cat and also his Prairie Bird. I know Jeff can do great things with Prairie Birds. I’ve seen him lose one or two before. Chuck came over to the table at one point with a yellow and black Fike Peanut that Jeff had made. The detail was amazing, and on the dash were a tiny Jeppesen Manual, iPad, and sunglasses! Great work, Jeff.

After my Coupe frustrations, I got out my little blue and yellow Sparky Embryo, and after a trim flight, did a near-full wind flight and got a nice max. Did it again with more winds and a nicer thermal. I was thinking I had a chance to beat Frank (hubris!), but it wasn’t to be. On my way back to the flight line in the breeze I was holding the plane against my chest and somehow the front end fell off into the field somewhere. Out came the P-30. Did a little test flight—and nearly lost the plane in one of the best thermals of the day. Darold reminded me that pop-up tail DTs can lead to lost P-30s, as the rate of descent still is only modest. He’s right, but I’m such a klutz around the stooge (ask anyone) that I kept snagging the string on things when I used pop-off wings!

Also flying was MMM Hall of Famer Ken Phair, putting up many test flights with his F1C model. I believe he was working on the launch plus engine and engine timing. Ken’s such a scientist with his planes—he works on one aspect of flight ops until he’s got that right. We should all be so patient! Great seeing you put up flights, Ken. Hope to see those F1C’s soar all the way to maxes in October. By way of F1C education, Chuck explained to me that, unlike the fuel shutoffs as typically used on AMA models (starvation, usually via a device that pinches the fuel line), an F1C engine is stopped by flooding via separate fuel line to the venturi. Furthermore, getting the flood-off amount just right is critical. Too little and the engine doesn’t quit. Too much and the engine can hydro-lock, damaging it. Plus, all of the fuel gets expended or dumped. Wow. Those F1C guys earn their maxes. (Meanwhile, I’m looking for lost croquet hooks in the dirt. Different universe.)



Ultimately, Frank won—again! Great job, Frank. Not only did Frank win with his B Electric

series, but his A Electric and Cat-Launched glider series would have got him second and third places in the standings. To those who were able to make it, we had one of those beautiful, golden fall days. We were down a few of our regulars who were out of town or unable to attend, but we hope for a bigger turnout in October. See you then.

## October Scramble

### Pete McQuade, CD

A few weeks before this Scramble, Don DeLoach and Chuck Etherington proposed we moved the location to our “auxiliary field” at the Norris Ranch outside Colorado Springs. Thanks to Chuck’s efforts with the State Land Board, we’ve had access to this excellent field for some time but have never held a contest there. In John McGrath’s words, it was now time to “inaugurate” this field.



Don's Super Talon had a great workout!

The Norris Ranch is no stranger to Free Flight contests—it was the site of the highly successful 1995 SAM Championships. So, it was with high hopes that we planned to fly the October Scramble there. The only questions now were whether the weather would cooperate and whether the field was really as suitable for chasing as we'd assumed.

Well, the first question was quickly answered when the day dawned clear and calm. I met Chuck

and John at the east gate at 8:30 and we set up the club banner on the fence along Squirrel Creek Road. Then we caravanned up to the flying site, pausing to set up a couple of signs to direct traffic on the two-track dirt road. When we arrived at the site, Frank Menanno was already established and putting up flights in the calm, clear, thermal-rich air, showing



As John McGrath watches the “Mini-Sparky” he just launched, Todd Reynolds fires off his electric model.

everyone how it's done.

The contest was soon underway and other cars began to arrive. We all found chasing to be a bit different from chasing at Lowry—and better in some respects. Although the prairie grass and tumble weeds were somewhat tall in places, the ground didn't have the ruts and swales we're used to at Lowry. And although I encountered some prickly pear cacti, there were almost no yuccas. (*And just about zero speargrass!—Ed.*) The field is also clear of debris such as loose barbed wire. None of our flights went to the west, where the barbed wire fence runs north and south, so that wasn't a factor on this day. Overall, the consensus was that, from a chasing standpoint, this is a nice field.

There are other reasons to like this place. It's not far from “civilization” and it has a great view of Pikes Peak and Cheyenne Mountain. Chuck Etherington added the final touch to a great venue: he'd towed the “MMM Clubhouse Mobile Unit” (I.e., a nice, clean porta potty on a small trailer) all

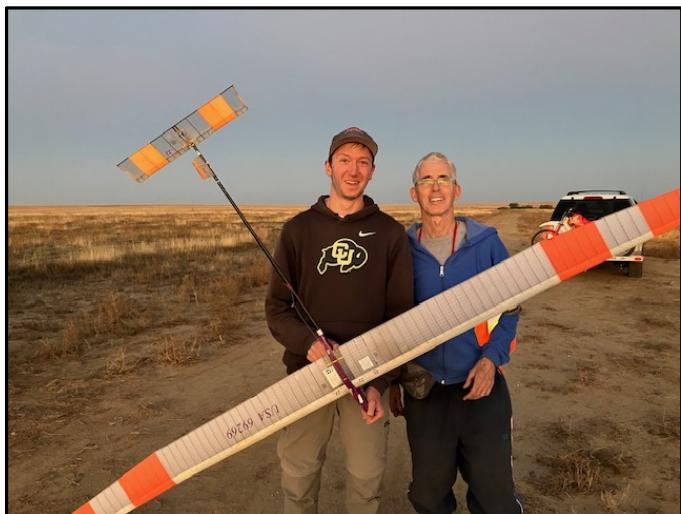


the way from his home. The club can't thank you enough, Chuck!

The turnout was very good—10 cars on the field, and 6 fliers putting up lots of official flights, with maxes abounding in all classes. A few folks came out to watch the goings on. This included one of our newest MMM members, Bob Radney, as well as our prolific model-builder and contest-goer, Bernie Olson, who made the drive down from Aurora.



**Pete's #22 model, after its first max at the new field. The tall grass made for a feather-soft landing.**



A real treat for everyone came at the end of the contest day, when Jace Pivonka began towing one of my F1A Nordic gliders. He'd never flown towline before, but immediately caught on to the intricacies of towline technique—despite the steady breeze that was blowing at towline height, making towing a bit

of a challenge. He and I are both eager to get him towing again soon!

Thus ended a very special day at the Norris Ranch. Check out the contest results elsewhere in this issue of The MaxOut. Not surprisingly, Frank Menanno went home with all the marbles, after a six-max string in Electric. And Don DeLoach set a new club record in Classic Towline Glider. Congratulations, guys!



**What a gorgeous day!**

The Norris Ranch is definitely a first-class contest site. If you didn't make it this time, don't worry—there will occasionally be other contests there in the future. Lowry will continue to be our regular contest venue, but as with life itself, it's nice to have a little variety now and then.



**Pete and Marilyn break camp by the light of Chuck's headlights. (Just about dark.)**



## Frito Pie Contest/November Scramble

### Frank Menanno, CD

As I drove through the gates of Lowry field and looked off in the distance to our launch site, I realized Jeff Pakiz was not there and this would be the first time I beat him to the field all year. So when I finished doing my happy dance in front of him, he informed me the reason he was late, was that he had turned around and went back home for his water and brownies! Honestly, who could fault a man for that?



**Buzzed by a CH-47!**

It felt like about 65° and there were overcast clouds above us. But as you look to the West, it was clear and it stayed like that till about 11:30. And then the sun broke through and the thermals arrived. But at that time Jerry rang the bell for Frito pie lunch. We all gathered and enjoyed our time together yet quickly returned to flying because of the enticing weather. Looking out over our vast expanse of flying field I realized we'd had good weather and no cancelations for every MMM contest this year, including this contest, that had warmed up easily to 75° T-shirt weather! At 8 AM in the morning, the drift was towards Death Valley, North by Northeast. Slight breeze, but very much flyable, so as the day progressed, we finally had a wind change to the Southwest, literally 3 to 4 miles per hour. The whole day was summed up by Don DeLoach in one word: Perfect!

Jeff Pakiz was out early winding & flying his peanut. He was chasing on his new Honda Ruckus, quiet, comfortable, CVT automatic transmission & electric start. I was happy to finally have my B-

electric model trimmed out. It took me all season, from before Casino Cup to our last contest, but in the end it was well worth the changes I had to make.



**The best of Texas: Jerry Murphy and Frito Pie**

Jerry Murphy brought some magazines to donate and he quickly set up two tables and proceeded to make over 11 cans of chili for the Frito pie lunch.



**Great friends, great chow!**



Rick made it out on the field and flew jetcat and catapult glider, with the same plane! Don flew two different planes in jetcat, making four flyers in that event. Mark pulled out his straight tow glider and put in a max and proceeded to help time many flyers. Chuck and Jace were indispensable for timing chasing and searching. I was thankful to see that Chuck & Jace had repaired their motorcycle front tires. Both had both lost air because of ripped out valve stems!

Don Deloach pulled out his 1/2A Mini Pearl with a Cyklon engine on the front and proceeded to put up some very powerful, beautiful flights. It was good to see Ken Phair and his wife Denise come out for the social feed. Herb Kothe and Ray Boyd put in a combined rubber powered flight.

John McGrath excitedly came out with his new E20, and proceeded to work out the trimming bugs. We all had fun telling him what he should do to trim. John in his friendly manner accepted all advice and proceeded to fly the model until a hard crash that broke it apart, but that did not stop John. He glued it back together and proceeded to test it, but he'd lost the ability to use his band burner DT, so he almost lost it! John pulled out his famous (*Famous??—Ed*) Embryo and put in three respectable flights. As the sun was setting, I decided to put up one final unofficial flight with my E20 because of the beautiful weather. I watched it DT at about thirty five feet up for a final 90-sec max of the day.



Many memories of a great Free Flight season with some of the greatest flyers in the United States, flying on the greatest field. That's tough to beat!

## Memes by Mr. Menanno



## It's a Wrap..!

Rick Pangell

2023 has been an eventful year, at least for me. This is my last year representing the NFFS Central as your VP, retiring from the Maxout, attending the last MMM Outdoor Scramble and summing what's happening for FFr's. Outdoor in Colorado might be ending but Indoor is next. Plus the MMM club is the best group of individuals one can be associated with.

A focal point of NFFS is increasing its membership. Growth in membership means a strong community and all free flyers should take note. Join the NFFS. The NFFS is a strong voice in the community and well respected with the AMA and AMA leadership listens when decisions are made that affect free flight. We may not pay attention, but NFFS does. Also, dues increases are on the horizon so join or renew soon. [freeflight.org](https://www.freeflight.org)

One thing that is noticeable is attendance at contests. The opportunity to fly is growing. We all know that flying fields are smaller, especially back East but the MMM club is fortunate to have energetic leaders providing a new field... the Norris Ranch/Squirrel Creek location. No excuses not to fly. Plus, Darold Jones has scored indoor opportunities at Manitou HS (*to add to John Christensen's slate of Beth Eden dates--Ed*), so keep

tied to the MMM website for those dates. And, join the MMM webgroup for current information at <[MMMFlyFlight@groups.io](mailto:MMMFlyFlight@groups.io)> It's easy to do. Just paste that link and send an email.

On a side note it's apparent that attendance at events where there's travel involved is down... the NATs being one example. We all know the reasons, Covid (the universal culprit), inflation, and probably the cost of attendance. However, we are fortunate to have a club full of friends, so why not plan to make it a trip with your flying buddies? True, the cost of gas is high, but split two or more ways it's reasonable. The cost of lodging at an event is reduced when you share a room. Please consider those out of town contests like Marion and Eloy.

They're great events and the camaraderie is wonderful.

Thermals...! Rick

*In my inner circle, we used to get together and talk about women, toy airplanes, sports, and using adult beverages. Lately our chats begin with, How's your liver? How's your colon? How's your heart and are you breathing well enough? Now we call it "the organ recital."--Rick*

September Scramble Results		
Contest Date:		24-Sep-23
Scramble Place	Name	Points
1	Frank Menanno	100
2	John McGrath	89
3	Sean McGrath	79

October Scramble Results		
Contest Date:		15-Oct-23
Scramble Place	Name	Points
1	Frank Menanno	100
2	Don DeLoach	70
3	Todd Reynolds	59
4	Mark Covington	46
5	Pete McQuade	38
6	John McGrath	37

## Indoor Scramble

12 November 2023

Chuck Etherington

A dozen people showed up at Manitou Springs High School for the first indoor scramble of the season. First thing on the agenda was for several of us to visit Darold Jones at a nearby medical rehab facility. He looked good and seemed to be in good spirits. He was more than ready to be discharged two days later.

The blowers stayed off all day, which was nice. The club member who wins the prize for travelling the farthest is Mike Nelson, Nunn, CO (NE of Ft Collins). Five of us went to Savelli's afterward. Below are the scramble results:

### Scramble

Name	Class	Score	Scramble Points
Chuck Etherington	P-18	70	100
Don DeLoach	Phantom Flash	67	80
Mike Nelson	P-18	62	70
Rick Pangell	P-18	37	60

### Phantom Flash (5 gr) Mass launch

Don DeLoach	1 <sup>st</sup>
Chuck Etherington	2 <sup>nd</sup>
Rick Pangell	3 <sup>rd</sup>

**Newly released:** The dates for the Outdoor NATS are July 22-26, 2023. Indoor dates are not yet finalized as of this newsletter.

November Scramble Results		
Contest Date:		5-Nov-23
Scramble Place	Name	Points
1	Frank Mennano	100
2	Don DeLoach	46
3	John McGrath	16
4	Rick Pangell	11
5	Mark Covington	10
6	Ray Boyd	8



In the interest of maintaining a high state of suspense, season Outdoor Scramble results will not be shared until they're revealed at the Annual Meeting. See you in January!

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