



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2024-02
(February-April)



Just a flesh wound

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Upcoming Events

CO State Sci Oly Tournament (UCCS)	6 April (Sat)	John McGrath
Pikes Peak Ceiling Climb (Manitou HS)	7 Apr (Sun)	Don DeLoach, Sean McEntee
April Scramble	28 Apr (Sun)	John McGrath
May Scramble	19 May (Sun)	Rick Pangell

Words to live by: Leave gates as you find them!

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The President's Corner

By Pete McQuade

It's hard to believe, but the pinnacle of the indoor season is almost upon us—the 2024 Pikes Peak Ceiling Climb, at Manitou Springs High School (MSHS), Sunday, April 7. This is the day after the Science Olympiad Colorado State Competition at UCCS. Since many MMM club members will be helping with Science Olympiad, it should prove to be a great weekend of superb indoor flying. Don't miss it! As always, if you participate in the PPCC, be sure to clean up after yourself. In particular, be careful not to spill rubber lube on the gym floor. If you do have such a mishap, wipe it up immediately and let the CD, Don DeLoach, know where it happened.

Also, please remember to keep the outside door to the gym closed and locked, unless you need to make a one-or-two-minute dash to your car. We cannot leave the door blocked open for more than that. To do so endangers our access to MSHS's gym!

Speaking of indoor events, the March 10th indoor session at MSHS was a great success. Many thanks to CD, Don DeLoach. The day included a Build-Fly-Trim for Science Olympiad students. It was so great to see the pride these bright young people took in seeing the models they built take to the air. Thanks, John McGrath, for providing the kits and materials for building the Western Tanager and Bluenose models, as well as for your expert guidance in winding and trimming techniques.

Although there's still more indoor yet to come, the weather's getting nicer and it's time to start getting ready for the outdoor season! Our first outdoor Scramble will be Sunday, April 28. Remember that, at the Annual Meeting in January, the club voted overwhelmingly to update the Scramble rules so that each event will be “flown to

its rules” (AMA, FAI, NFFS, or SAM rules.) This includes reduced motor runs, extended maxes, etc. This is a significant change from past years, so be sure you know the rules for each event you'll be flying. And please be patient with the CDs as we transition to this new process.

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



Clara McEntee goes flying with Lucy the Ornithopter.



Same session, less cute: Chuck, Rob, Rick, Sean, Mark, Don, John and Frank pose with the late Bill Gieskieng's "Skyzilla" folding-Super D model from about 2001. This groundbreaking model is on its way to the AMA Museum and was assembled for a photo opportunity at the 4 Feb indoor session at Manitou.

MMM and the 74th Annual Southwest Annual Southwest Regional Champs

By Jerry Murphy

The MMM Team consisting of Darold Jones, Frank Menanno, Rick Pangell, Todd Reynolds, and myself made the trip down I25 without any problems. We did encounter some snow as we approached Santa Fe, but once we were past Santa FE, the weather was just fine. Darold's van ran like a Swiss watch. I wish I could say that about the trailer. More about that later. We'd gotten off to a late start as we joined my Thursday Breakfast Club with the mayor of Manitou at Mo's Diner. This put us a bit behind our usual start, but having a full tummy made up for it.

We spent the night at Truth or Consequences (TOC), NM. The Day's Inn had rooms with three beds! Hooray! A good southern New Mexico dinner made everything good. Friday morning we went out searching for a good breakfast spot. We came across a middle aged hippy coffee shop that was unique, but I don't think I would go out of my way to go there again.

The JMP team (Jones, Murphy, & Pangell) arrived at the field Friday afternoon, where we found Frank and Todd, who'd been there a while already. As is the custom, we spend some time catching up with folks we haven't seen in a while. The highlight of the arrival program at the field was a wonderful hug by Bridget Brocks. Arriving on the field a bit later than planned did away with a Friday trim session, so we took advantage of the remaining daylight to set up our camp and check in with friends from around the country. With a bit of luck we managed to find all of those little itty bitsy parts that always seem to find a hiding place in the van. It was getting dark so we took off to the Golden 9 restaurant for their Friday night fish fry.

The contest was well run as usual, with Tom Gaylor in charge of the AMA, FAC, and SAM events. Peter and Bridget had the FAI contest running like a clock.

The weather was perfect! Mornings were on the cold side but conditions quickly improved to shirt sleeve conditions by Noon. Wind was never a factor and lift was ever present. One of the coolest things on the field was Todd's new Honda chase bike. It is a modern version of the classic Trail 90.

Electric start, big soft tires, cool paint. What else would a fellow want?

The highlight of the contest for me was Darold's F1G performance. He maxed out, which he said was a first for him. He went on to the 3,4 & 5 minute rounds where he managed a 5th place finish in a field of some of the top rubber flyers in the country.

Another high point for me took place as we were eating our Monday morning breakfast at the Golden 9 restaurant on Sunland Gin Road when my phone rang as we were enjoying our eggs and whatever else. The person calling asked if I was Jerry Murphy. It turns out that he found my Gollywock. I was flying it in Small Stick the day before and it failed to DT. I kept it in sight until it disappeared at a very high altitude. Mike Fedor and I had a strong radio signal, so we attempted a search via radio but had to give up as darkness was approaching. Our plan was to go find it in the morning, but now all we needed to do was drive over to this fellow's shop and pick up the airplane.

Rick won 1/2A Nos with his Ramrod, and placed second in E-36 and second in Jet Cat with his P-59. On the scale line Rick placed 3rd in Peanut with his Fike and third in Civilian mass launch.

Darold finished second in FAC Old Time Rubber. My E-36 and the other events were all two



solid maxes and one drop. That was okay, as I didn't want to work so hard and fly the fly-off flights.

It took us a while to pack up, gas the van and find the nearest In-Out burger joint. This put us in TOC late Monday night, so we crashed in the Days Inn again. We departed TOC with the plan to be back in Manitou Springs late afternoon. A lunch stop in Las Vegas kept us on plan.

As we were cruising Northbound on I25 people who passed us were waving which we took as simply admiring our old bikes. It seems often when gassing up the van somebody would come over to check out the bikes. I even had a Texas Highway Patrolman stop me to check out the old Honda. Well, these were not friendly waves, they were folks telling us the trailer had a wheel locked up and was grinding the wheel down to a nub. We managed to get off the freeway in Pueblo and then started searching for a plan to get us home.

Our first plan was to call AAA and see if we could get the trailer home. This was a bust as AAA folks told us that they could not get to us for 48 hours. So much for AAA. Rick said he believed U-Haul had motorcycle trailers. A quick search with our cell phones produced a U-Haul very near us. The fellow there said he did have such a trailer, but it was out on loan. He would ask around the other shops to see if he could find one for us. A short time later he called and told us his trailer had just returned and we could have it. Darold and Rick took off to secure the trailer while I remained to deal with the bikes.

As I stood there thinking about ways we could deal with the trailer, I noticed a large sign for a motorcycle shop who's parking lot we were in. The shop's owner said they could fix the trailer and he wanted a deposit to cover the cost of parts. It would have to spend the night in Pueblo. Darold and Rick returned with the rental and we loaded up the bikes. We then carried the damaged trailer in to the motorcycle shop's lot (about 75 feet) and we were back on the road again. *(Rick, Murph and Darold carrying Murph's trailer—what, no photo?—Ed)*

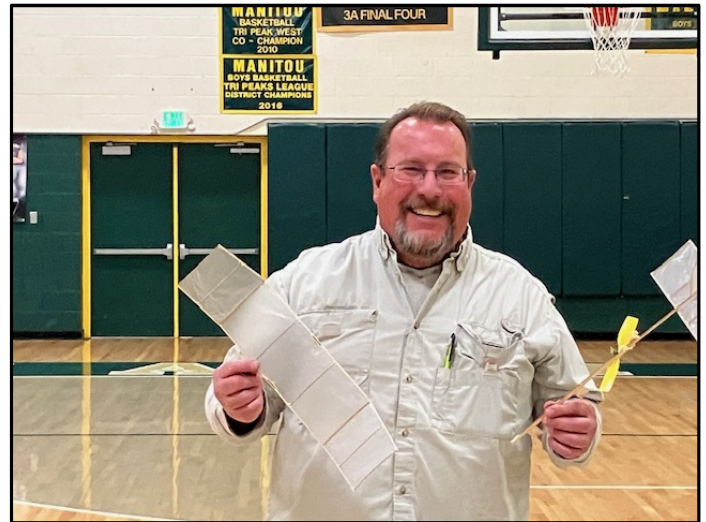
Now the trailer is back home with a new axle and bearings. The moral of this story is we encountered some super nice folks on a cold night in Pueblo.

I have been a regular at this contest and always look forward to being able to fly each year. Flying in mid-January is a wonderful escape from Colorado. As next year's event will be the 75th edition of this great contest so make your plans now to fly in the 75th edition. You know the date. It is MLK weekend, January 18-20 2025. The trip was fun, flying was great and we all had a good time.

Thermals,
Murph



Manitou Indoor Session 4 March CD—Chuck Etherington



Seven fliers made 32 official flights despite the air handlers/heater coming on throughout the day. To keep them off all day is evidently difficult for the system or person who controls it. Darold Jones, who we can thank for getting us access to the gym, is unfortunately in a difficult position between the flyers and the school staff member who controls the system. He often has to make calls to the controller to get the air handlers/heat turned off. I'm concerned that the controller might advise the school administration that the fliers are not worth the hassle and should be kicked out. A suggestion was made that the controller might be able to fool the system by lowering the thermostat to maybe 60° for the day. At least worth a suggestion to him. Below are the scramble results.

04 February Indoor Scramble Results

<u>Placing</u>	<u>Flier</u>	<u>score</u>	<u>Class</u>
1st	Sean McEntee	74.8	P-18
2nd	Tom Norell	74.2	P-18
3rd	Frank Memanno	70	P-18
4th	Don DeLoach	69	Towline
5th	John McGrath	66	P-18
6th	Chuck Etherington	64	Phantom Flash
7th	Rick Pangell	33	CLG

Phantom Flash Mass Launch

1st	Chuck Etherington
2nd	Don DeLoach
3rd	Sean McEntee

Other Interesting Performances

Tom Norell 89 sec Wasp (no official class)

Projects and New Builds

John Christensen's Wasps



From John: "I have a case of 'Wasp Madness.' I built a 2.3 gram Wasp and was so delighted at how well it flew that I was determined to build a lighter one. The second one weighs 1.7 grams. I believe my 1:36 flight at Beth Eden is the best duration yet in Colorado. Please look at the picture of the Wasps attached." *Incredible, John!*



John also shared his technique for clamping small parts together while gluing.

John's "simple clothespin" is just a slot cut in a piece of balsa. Elegant!

Ken's Phair's F1C

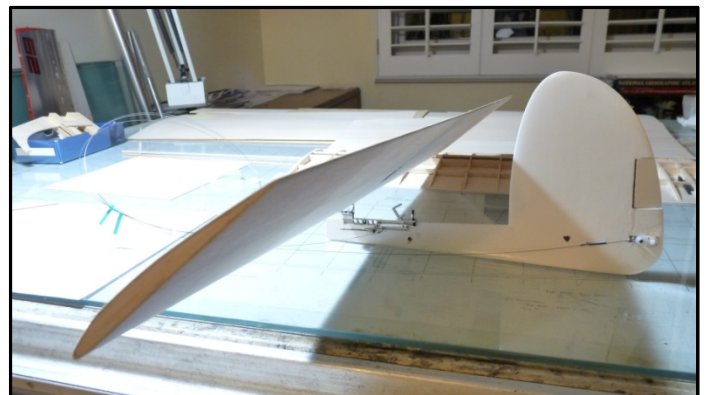
From Ken: "I have been working on a new model for some time that is finally nearing completion. The days when I would build two or three F1C models in a year are long since gone! This new model is somewhat a full-circle project for me. The model is being built to the Vintage FAI Power, Vintage Period 5 rules. The years of

Vintage Period 5 are when I got locked into FAI Power and the Team Selection Program for the World Champs. Vintage Period 5 allows use of a tuned pipe exhaust on the engine.



My model will use a tuned pipe that I made and used in 1969. The engine is a Supertigre G15 ABC that I built entirely from NOS parts. Back in 1969 the hot setup was to use a Cox .15 glow head machined to a close fit in a Supertigre cylinder. I have had Bob Mattes re-machine an old Cox plug insert to take Nelson glow plugs. While the event rules allow the use of modern folding blade propellers, I have elected to use the fixed single blade propeller that Bill Gieskieng designed for me in 1984 and I developed and used at the 1985 World Champs.

The model design is Franz Baumann's 1969 World Champion design. This model design became the baseline for my FAI Power/F1C model design series. The links to the Whitefin and later designs may not be immediately apparent but numbers don't lie. The number on the fin is a bit of a mash-up. My lineage of FAI Power/F1C models is currently in the mid-60s, but it seemed appropriate to step out of sequence to recall the year this model design earned its World Championship. Hopefully the model will fly this year." *Cool, Ken—tell us about the structure of your wings and stab. Sheeted cores?* "In case you are wondering, from the reflections in the pictures yes, I build on glass."



Other John's Nite Hawk

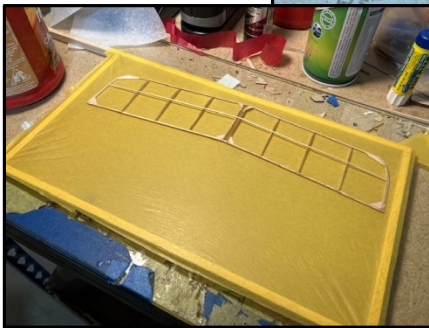
My Mini Sparky was so much fun that I decided to build another Embryo. This one is Oliver Sand's Nite Hawk, built from a short kit that Oliver sells. You may remember Oliver from his visits to the field last year, which is where I saw his Nite Hawk fly so well. It has nice voluminous fuselage, so I think it will handle a longer loop than my Sparky.



I'm an intermediate at best with stick and tissue building, so I got a chance to do some laminated tips, wire bending, tissue pre-shrinking (because I felt the light stab structure might not be able to handle full-on tissue shrinkage) and a few other moves.

Nickels let some air under the structures while the dope dries.

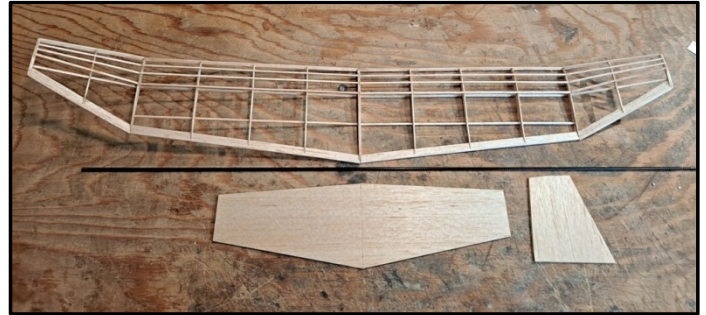
Pre-shrinking tissue on a frame.



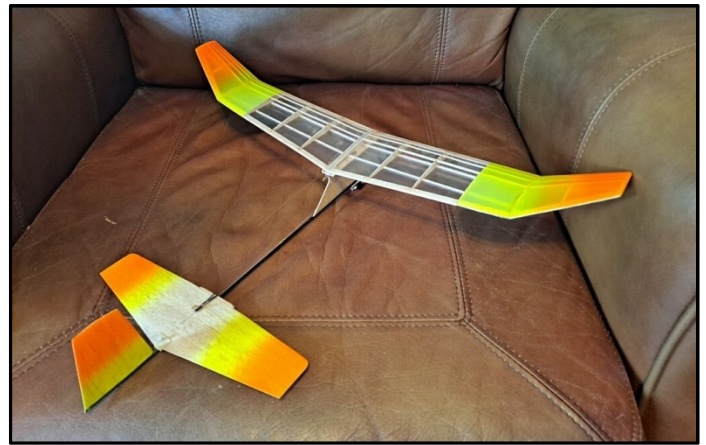
The DT system is a pop-up wing using a BMK band burner. Using an 8-inch Peck prop, it balanced way too far forward, so I think I'll put a GPS tracker all the way in the tail. We'll see!



Frank's "Kiwi Aft Rudder" E-20

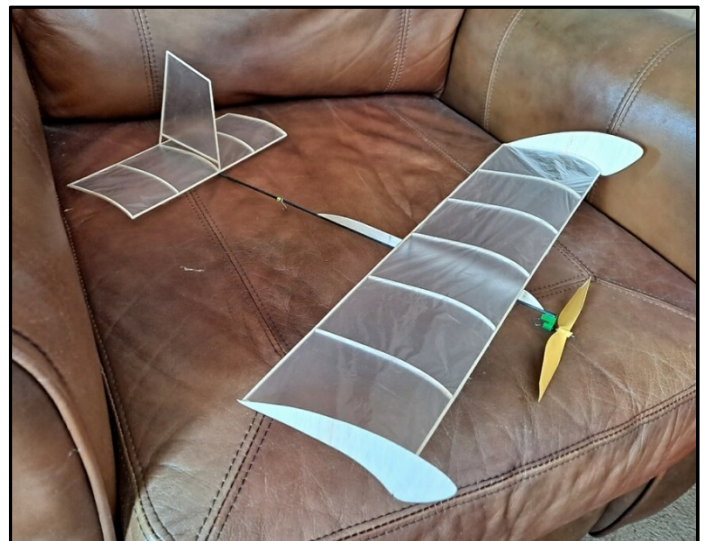


Frank's at it again! Starting with a BMJR E-20 Kiwi kit, he turned it into a carbon fiber tubed, aft rudder version.



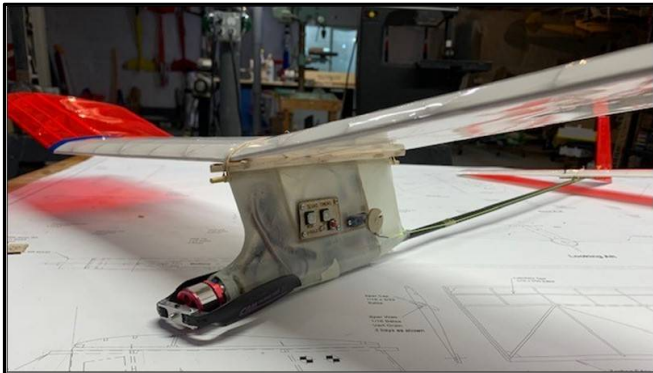
Per Frank: "Seven fights this evening, flew off the board! Very high on 10 seconds!!! Nice glide!! Not sure if I can beat your Party Trick!" *(This is a joke. Frank is the only one who has successfully flown my Party Trick, which he did after reconfiguring the nose and various other things.)*

Frank's Top Secret P-18



Per Frank: “When the wings are under load flying, there’s just a tiny bit of dihedral. It was absolutely calm the other night, so I took my flashlight and put in a couple of flights.” *(What’s not to love about the image of Frank shining a light into the sky, following his plane in the dark?)*

Bernie’s Super Pearl



From Bernie: “Wrapping up an E36 Super Pearl per Don’s Model Aviation plans with one major exception; a molded fuselage pod. It came in at 190 grams. Sliding the battery fore/aft in its bay moves cg 5% from 70-75%. Should have shortened the nose a bit more to get it back into Don’s 75-80% range. Covered in Ultracote Lite and the GPS tracker is in the wing. Access cover for the tracker is on the wing’s lower RH surface.

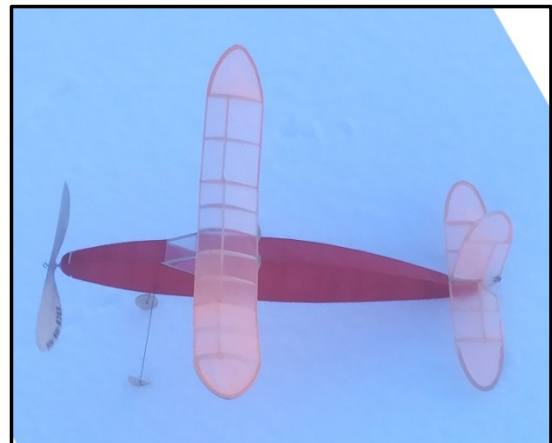


Molding the pod. One ply of 1 ½ oz and two plies of 3 oz glass. Next layup can be lighter.” *(Bernie—you put us all to shame. Gorgeous!)*

David’s 40% Lanzo Duplex



From Dr. Aronstein: “Mountain living at its finest! The model is a 40% Lanzo Duplex, almost an Embryo but it doesn't meet the construction requirements. (Has single surface grocery store plastic wings & tail, lightly spray painted for visibility.)”



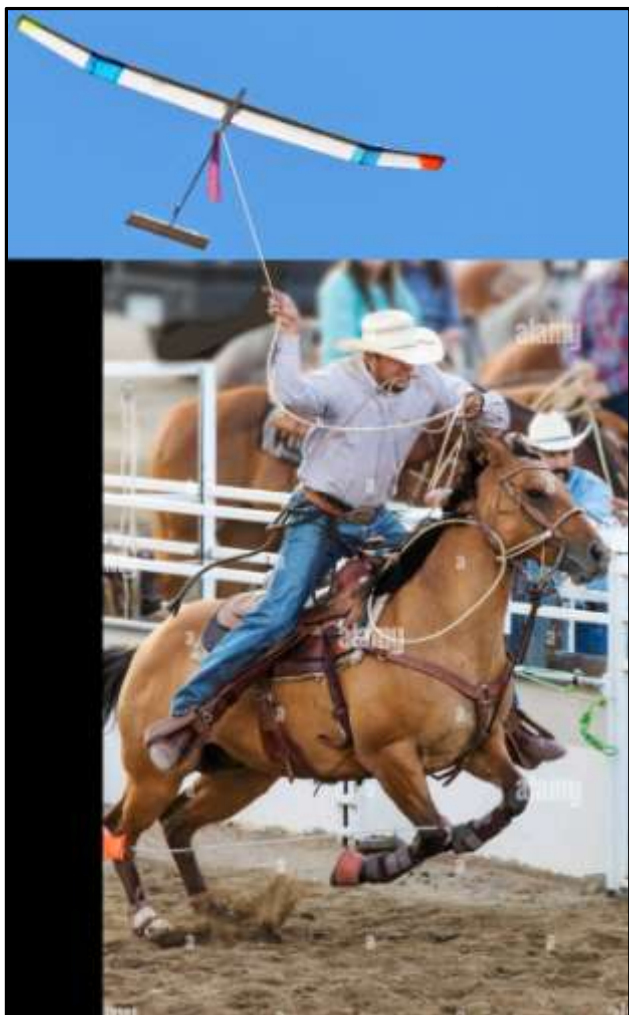
Plus—David’s Super Tucano No-Cal



“Here's one of my "Sport No Cal" A-29 Super Tucano with all the junk I could think of to put on it. The sheet balsa slab alongside the cockpit is armor for the pilots. They actually put that on the outside of the airplane!” *(This is good. We need more air-to-ground capability in free flight.)*

Retrieval by Horse

By Chuck Etherington



On the MMM io forum there was recently a discussion about retrieval alternatives. As we get older, the chance of injury on a motorcycle increases. Some 4-wheel alternatives were discussed, and Sean McEntee threw out this amusing thought: "Or a horse? I've heard that it's been done." Well, yes, it has been done. I would like to share my experience.

I brought my horse, Remington, out to Lowry once as a chase horse experiment. My thought was that he could watch where we were going, and I could keep my eyes skyward. With skin in the game, he'll watch the terrain and try not to do anything that will get him (or me by extension) hurt .

1st problem: Looking up in the air, you can't anticipate what he's going to do to negotiate the terrain. Riding over varying terrain without looking at the ground is sketchy at best.

2nd problem: When you get to the model you can either get off, pick up the model and get back on (using only

one hand) or you can fashion a device to lean over and pick your model up off the ground. You'd have to train the horse not to freak when there was noise and a big, brightly colored object moving right next to him. Doable but Remington wasn't trained for such things.

3rd problem: You're riding back with one hand on the model and the reins in the other (no hand available for the saddle horn should you need it). Should you rely on the saddle horn for balance? No, but in my case, Remington would catch something out of the corner of his eye (like maybe the model I was carrying) and jump sideways. I could usually sense when he got nervous and get a "good seat," but getting caught off guard would mean going over the side, and in this case, with model in hand. A solid horse (unlike Remington) would be safer.

4th problem: How do you stake your horse a convenient distance downwind with engines running and models being thrown into the air? He'd be 10 out of 10 on the nervousness scale (I'm sure there is such a thing). By the time you got him settled down enough to get on, your model may have DT'd and landed. And just like with a chase bike, it would be dumb to have your horse upwind (like at the cars where he would feel safer).

So chasing on horseback - no. Retrieving on horseback - could be done but the disadvantages would be hard to overcome. So there you have it - the cowboys in the 1800's must have had a tough time chasing/retrieving their models.

-Chuck

(Chuck—The main question here is, are you proposing a new FAI event? FIA(Horse)? And is circle-towing a thing?)



Motivation, Aronstein-style. This is David's flight box, stooge and plane set up on a darkening, snowy, but clear evening!

Hobby Blades: Preferences and a Sharp Criticism (Pun Intended)

By Tom Norell

We all have certain preferences in our hobby for tools that seem to work best for us. Blades are an area that I feel many builders fall short on. I cringe each time I see someone using an Xacto knife where the point has been broken off to almost an unrecognizable square end. This is the working end of the tool. Treat it with respect and watch the quality of your builds get better. A sharp blade is much safer as well, because you need less force to perform your task. If you struggle to get a clean edge on your tissue, or your balsa tends to crush or tear while cutting, **REPLACE YOUR BLADE!** Blades are incredibly inexpensive in the grand scheme of things, **REPLACE THEM OFTEN!!** Sorry, didn't mean to shout.

Some days at work I might go through 40-50 #11 blades. When the point breaks off even the slightest bit, I'll toss it and put in a new one. Sometimes the blade may appear perfect but it does not cut quite as well as it did a few minutes earlier, **REPLACE THE BLADE**, ugh...sorry, there I go again, I'll get off my soapbox now. At work, the chance of mangling a multi-thousand dollar component by not having a fresh 25 cent blade is not an option for me.

Here are my preferences for blades (buy in the bulk packs to reduce the per blade cost):

#11 Blades

We generically call them Xacto blades, but about 20 years ago the quality of genuine Xacto blades went down so I sought out a better alternative. At that time Horizon Hobby sold generic labeled #11 blades in bulk packs that were of real nice quality, i.e. really nice sharp edges and a well defined point. Over the years, I've come to believe that those blades were produced by Excel and now are sold in just about every hobby shop in the area, or online. They're made of carbon steel, I've never had a stainless one that works as well as the carbon ones.

The part number is Excel #22511 or #22611, each a 100 pack, about .020" thick. Same blades, but the #22611 comes with a bonus plastic tube with an additional 5 blades. The plastic tube is nice for putting in your flight box, leave the bulk pack at home on the bench. For reference, last year I tried a

new brand and was met with dismal results. The way the blade was honed I was only able to make left handed cuts, it just slid across the part when cutting to the right. Disappointing to say the least.



Some prefer the scalpel type #11 blades. I have some but prefer the Excel/Xacto style blades and handles because I feel the whole setup is more solid. The method the scalpel blades attach to the handle is a much less rigid setup which makes me feel like I have less control when cutting or trimming. Not an issue when used on softer tissue in the medical industry, but not the case with our dense wood or plastic in the hobby. The scalpel blades I have used and still keep on hand are from Swann-Morton. Once again, I prefer a carbon steel blade over Stainless steel. I feel the blade is much sharper than stainless even though it may not hold an edge quite as long.

Speaking of handles, I really like the rubber coated ones that lock the blade from the top end. They are much less likely to have the blade loosen up while rotating the knife during a cut. Check out the Excel K18 Cushion Grip handle or the Xacto Gripster. I've used both daily for decades.

Single Edge Razor Blades:

I grew up using Xacto #11 blades and single edge razor blades. I never gave much thought as to what brand of blade I used as they all seemed to work. But during my stint at A2Z Corp. we had some single edge blades recommended to us by John Clapp of FAI model Supply. These were the Extra Keen carbon steel by American Line, part #66-0362 for the 100 pack, .009” thick. They have a spectacularly honed edge that will cut cleanly through just about anything we use in the hobby. But once again, REPLACE THEM OFTEN!

Double Edge Razor Blades:

We frequently use double edge blades for delicate work such as slicing indoor balsa or trimming tissue, and at about .005-.006” thick they are quite a bit thinner than the single edge blades or a #11. We all remember the Gillette Blue Blade from back in the day, but like most other blades, their quality has suffered over the years with the new blades frequently being stainless steel. One property of the Gillette or any other carbon blade is its ability to “snap” to a crisp point when broken off with a pair of pliers. The Stainless ones have a tendency to just bend over rather than snap, no good for our uses.

There are a number of vendors selling good blades these days. I know our NFFS President, David Lindley of Indoor Free Flight Supply has some good ones (yes, that was a shameless plug!). I currently have a stash of the good old Gillette’s and some WWII vintage Star blades that also work quite well. I have some of the old Candidus blades, but they are a bit thinner than the other two at about .0035” thick and seem to wobble a bit when using. Similar to the differences between the standard #11 blades and the scalpel variety, they’re good, but I don’t have as much confidence when using them.

Remember, these are just my preferences. You may have your favorite blades, that’s great, keep using them, just remember...REPLACE THEM OFTEN!

End of rant.

MMM at the Colorado Southern District Science Olympiad

John McGrath

On March 2, the Colorado Southern District Science Olympiad tournament took place at CSU Pueblo. Once again, the MMM club was front and center, running the show. Regrettably, we weren’t able to use the larger Massari Arena with its taller ceiling, but the Rec Gym facility was actually a good setting, with two side-by-side courts available for simultaneous practice and official flying.



Thirty five teams—from B Division and C Division—were processed during the course of the day, and as usual the MMM team, with excellent support from Mila and Pavel (who we first met at State last year) and a UC Pueblo student.

Among the highlights were the strong performance by our friend Patrick who flies with us at Manitou, plus some touching compliments we received from several parents and coaches about how we run things. One coach who said he was hanging it up after coaching Science Olympiad for fifteen plus years said, “Over the years we’ve always been glad to see you guys, because we know our students are going to be helped.”

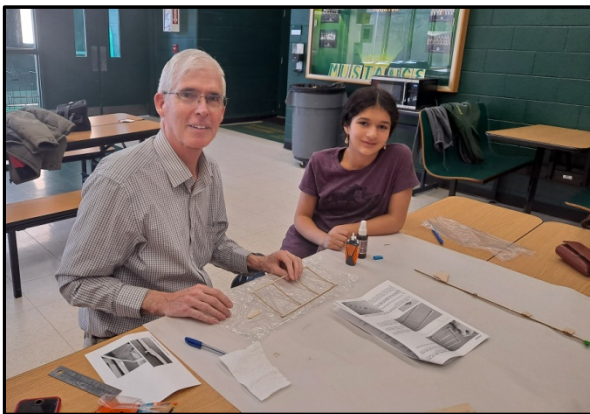


For readers who haven't had the experience of helping out at Sci Oly, our approach has always been to offer "soft coaching" to students who could use a little guidance, pointing out some big picture, obvious things while students are practicing, then to cool it during the official flight window (Strict rules of golf, Goldfinger). Afterwards we'll give a few strong tips about things they could work on prior to State, along with an invitation to join us in Manitou. For many, if not most, Regionals is the first real, genuine workout they've had with their planes—ever--and every word from us is free flight gold. At State, we play it more formally, trusting that students have used the intervening weeks well, and have found time and motivation to practice either with us or on their own. Some do, some don't!

A thousand thanks to those who helped out at Regionals. It went extremely smoothly, from technical check-in to data entry. I was aware of no protests or instances of ruffled feathers, which is a tribute to how we hit the right tone, even when explaining to a student about how their plane, box, log, what have you—might not be in compliance. Well done!

Build/Fly/Trim at Manitou 10 March

We had about ten students visit with us during our session on the 10th, and about five new airplanes got built. Several students brought planes already in flying condition (which is great), and those who were raw beginners received valuable instruction in winding, use of a torque meter, lubricating rubber, plus flight management (position in the room, working up to the ceiling, proper launch technique, etc.).



Pete builds with Grace (and boy does he ☺)

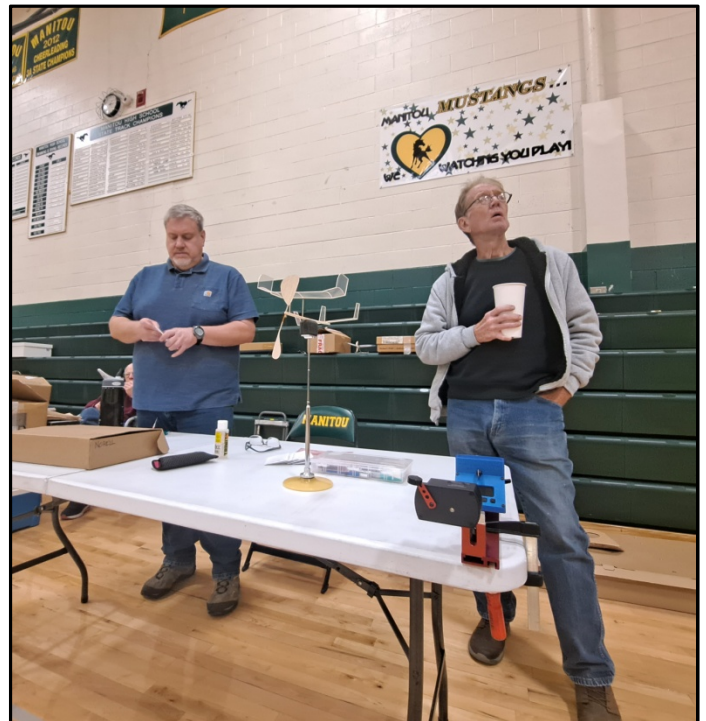
Many thanks to everyone who pitched in to help out these fine young future MMM'ers! Pete McQuade in

particular did some great work showing his group not only how to build precisely, but he also helped his students work up through

their first one minute flight—and well beyond! They were approaching two minutes by day's end. This is the stuff that keeps them coming back.



Sixth grade Science Olympiad teammates Amelia Viele (holding model) and Grace Kaufmann all set to launch their Bluenose model. They were getting around 2 minutes!



Tom Norell and Mark Covington

Sky Battle Postal Contest



Tom recommends Leafy Vegetables for long flights.

As far as the Scramble was concerned, Tom Norell took it with his fine P-18 (with very interesting LE and TE), operating to 2:19, or 81.28% of the City Aud record. McGrath and Aronstein were close—80.11% and 78.26% respectively, both also flying P-18's.

Outdoor is almost here! Opening day at the field is 28 April. CD is John McGrath. Bring your planes and be prepared to fly to your event's rules!

Sky Battle 2024
Postal contest for
"Bagged Slip-Together
Balsa Airplane Kits That
Come With Wheels"
Which is a very long name!
Contest flight-window is
April 26 to May 5, 2024
Arbor Day to Cinco De Mayo!

Postal Contest rules:

Model must be a bagged slip-together all-balsa rubber-powered model airplane that comes with wheels, free-flight rubber-powered.

- Official flights must be made within the contest flight-window.
- Unlimited flight attempts, your best single duration is your score.
- Under 18 years of age compete in Junior/Senior class, over 18 flies in Open class.
- All official flights must take off from the ground or a tabletop etc.
- Models can fly in Stock class (with only added dihedral and upgraded motor allowed) or Modified class (which allows airframe changes but with only the wood in the kit). Any size rubber motor is allowed.
- Report flight duration (score), pilot age, model class (Stock or Modified) at SkyBattlePostal@gmail.com

The popular Guillow's Strato Streak and Jetstream models are eligible, along with many others like the Sleek Streak (original or repro from <https://volareproducts.com/blog/?product=sleek-streak-full-kit>) or Testors models or any other product you can find which meets the rules.

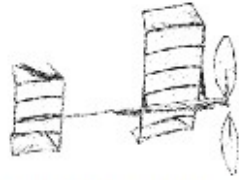
This looks like fun! Brought to our attention by David Aronstein.



Round Valley Dome



April 19 - 21, 2024



THE ROUND VALLEY DOME INDOOR CONTEST EAGAR, ARIZONA
APRIL 20th & 21st, 2024 - 8:00 A.M. to 5:00 P.M. BOTH DAYS
In addition, we have Friday the 19th as a practice day
from 9:00 A.M to 5:00 P.M.

LIST OF EVENTS

- A-ROG
- F1D
- F1L
- FIM
- OPEN PENNY PLANE
- LIMITED PENNY PLANE
- EZB
- A-6
- MINI STICK
- HLG
- CATAPULT GLIDER
- UNLIMITED CATAPULT GLIDER
- P 18
- FAC DIME SCALE
- NO-CAL SCALE
- NO-CAL SCALE WW-II Mass Launch
- INDOOR TOWLINE GLIDER
- PHANTOM FLASH
- WW-I DIME SCALE Mass Launch
- JET CATAPULT
- ELECTRIC
- EMBRYO
- FAC PEANUT



Entry fee is \$60, no matter how many events you fly. We will determine the event schedule on Friday depending on the weather. Clouds

or sunshine make a difference with conditions inside the dome. Lots of floor area. 400' X Cat. III No Cal Mass launch at noon on Sunday. We plan on being flexible on the event schedule depending on what models show up. We will assist the students build and fly Mountain Lions on Monday



For info contact; TOM GAYLOR
(602) 510-9898 cell
wtgaylor1@gmail.com

Members—Please pay your dues (\$45) and if you like, this is a great time to pay for all of the season's Scramble fees in one fell swoop! (\$35). Use PayPal or send Chuck a check.

PayPal: mmmffclub@gmail.com

Mailing address: C/O Chuck Etherington, 33946 Goldfinch Dr., Elizabeth, CO 80107

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
C/O: CHUCK ETHERINGTON
33946 GOLDFINCH DR.,
ELIZABETH, CO 80107

MMM accepts "PAYPAL" for Dues, Contest Entry Fees, Etc.

- Simply Log in to [paypal.com](https://www.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, 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