



# THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2025-03  
(May-June)



“You see, Bella, there’s this thing called tail volume coefficient. With a tail like yours, I think you’re going to have some pitch stability issues.”

## Upcoming Events

<b>Rocky Mountain Free Flight Championships</b>	29 Aug-1 Sep	Don DeLoach/ Chuck Etherington
<b>September Scramble</b>	21 Sep	Pete McQuade/ Bernie Olson
<b>October Scramble</b>	19 Oct	Bernie Olson/ John McGrath
<b>November Scramble (Frito Pie)</b>	2 Nov	Darold Jones/ Chuck Etherington
<b>Annual Meeting</b>	10 Jan 2026	Chuck Etherington

14-Rounder, NATS and WC coverage will following in the July-August edition.

### **In this Issue**

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- Young Murph

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**Pete McQuade (backup)**



### **The President's Corner** By Chuck Etherington

Much has happened since the last MaxOut: The outdoor World Championships, Nats, Casino Cup, 14 Rounder, field mowing, etc.

#### **World Champs**

Romania was the scene of the WCh and the USA fielded four full teams: F1A, B, C, Q (first WCh for Q). Our own Jack Murphy was on the bronze medal F1Q team and Todd Reynolds was on the bronze metal F1C team. Yuda Avla from New York is the first F1Q World Champion. Julie Parker from Texas won the F1Q bronze medal in the female division. Honorable Mention was Frank Menanno's big brother Guy who finished 4<sup>th</sup> in F1C and, of course, was on the bronze F1C podium. The USA was second overall. The team was very well coached and coordinated by Blake Jensen and Tiffaney O'Dell who fly with us each year (except this one) at the 14-Rounder. The city of Oradea was beautiful with grandiose old-world architecture and great restaurants. Evenings and days off were filled with great friends and fellowship.

#### **Casino Cup**

Held 14-15 June in West Wendover, NV. Jack Murphy was the organizer and primary CD. Please plan to attend this MMM Club contest in the future. Contest report elsewhere in this newsletter.

#### **14 Rounder**

Our 14-Rounder was expertly run 12-13 July by two of our Irishmen, Pete McQuade and John McGrath. Two great days of flying and fun! Most memorable for me was club member, Jace Pivonka who came down from Boise, ID to fly F1A (tow-line glider) for the first time in competition. He maxed 6 of 7 flights, a very impressive feat to be sure. The model was lost on the 7<sup>th</sup> flight but found the next day. Please see full contest report elsewhere in this newsletter.

#### **Field work**

Prior to the 14-Rounder, Frank Menanno and I mowed the Lowry field. Besides mowing beyond the flight lines north and south of the vehicles, we mowed a crop circle for glider towing. The access road center strip was also mowed. The tall weeds scrape on the underside of low clearance vehicles. Occasionally it also needs to be scraped.

#### **Butch Berlemann's drone**

Butch has a very impressive drone that he brings out to the field to help search for models, etc. We saw a video from it orbiting around Jace Pivonka's chase bike as he searched for his lost F1A. Details from Butch: "It's a Skydio 2+ designed and built in the USA. Using the drones tracking feature we were able to capture Jace's recovery of his model. The tracking feature uses onboard AI to follow humans or vehicles and Lidar to avoid obstacles. In addition to tracking the drone can be programmed to fly a designated flight path or controlled from an app on my cell phone."

#### **Late Day Scramble concept**

Once a year we hold our "late day" contest. Long ago we began wondering why we were packing up to leave the field at 5:00 when the weather was so often ideal. With the late day format, flying continues until sundown. To compensate for missing our dinner at home, we grill on the field. Originally held on or near the longest day of the year (summer solstice [~21 June]) we decided to move it later in the year to take advantage of more stable weather. The most recent event (03 August) was beautiful in the evening.

#### **Rocky Mountain Champs**

The RMCs will be held over Labor Day weekend, 30, 31 August and 01 September. Don Deloach and I will be running the show. Please pre-empter and save your CDs some last minute work.

## May Scramble

*Rick Pangell, CD*

It was a “Dark and Stormy Night”....or at least mid day. The morning started out nice and calm with Frank Menanno drawing first blood with a max in E36. In my usual mode of forgetting something and after all the notice, I forgot to bring the Hi-Start setup. Fortunately, Jeff Pakiz had anticipated this and brought his own. I called my backup, Cass, at the house and she brought it out later. I managed to set up the Hi-Start and at that time was the only brave soul and had some launch trouble with my tow hook setup.



*Rick launches his Jet Stream A1 via hi-start*

Early day flying was really active with Frank and John McGrath dueling it out. Sean McEntee then started giving it a run too. Don texted me when he was on his way, about a half hour south, and that was when it started to get nasty out. Here we were in the middle of our 20,000 acres with no place to hide. Tornadoes were spotted forming to the SSW and more fully formed to the NE. In some respects it was actually kind of interesting to watch the clouds start to swirl and form the small dips, and the ground spout spouts starting to form.

From later reports, the Crosswinds RC field equipment got torn up a bit and some other structures, but on our site all we got was high wind, rain and hail. It blew over and turned out very calm and flyable. Don arrived and took advantage of the good conditions and did his usual cranking in great flights in CAT and NFSS Glider. Bill Groman came out with his “new” CLG and of course received all sorts of input in trimming, depending on who was giving the advice, but he started beating his model into

submission and put in some respectable times. Of course he had to break and re-glue it to conform to competitive standards like the rest of us do.

The results:

Place		Calculated Maxes
1	John McGrath/P-30	3.73
2	Frank Menanno/E-36	2.73
3	Don DeLoach/HLG	2.65
4	Sean McEntee/HLG	2.12
5	Bill Groman/CLG	1.16
6	Rick Pangell/Hi-Start	0.48



*Don surveys the thermal situation—then launches a 119 second Jet Cat flight!*



*Living dangerously three different ways*



*The look on Darold's face...*



*How big is Don's Talon? Chuck is normally regarded as being ten feet tall, so that makes the Talon's wingspan about thirteen feet.*



*Bill's CLG about to find a thermal. Gorgeous sky after the tornado scare.*



*Bill and Karren, with matching CLGs. And that color? "Find-Me Fuchsia" Perfect for small models on a big prairie.*



*Stunning cell toward the southeast at day's end, shot from the Hunt Club gate looking back. What a day for weather!*

## June Scramble #1

*Jerry Murphy, CD*

People who listened to the TV weather forecast and stayed home missed a great day of flying (no tornados this time) as well as the opportunities to learn more about how to navigate AMA's most popular event.

This contest set a new high-water mark for MMM Scrambles. I say this because this contest consisted on two elements, the usual competition and a seminar on Catapult Gliders conducted by Don Deloach.



*Don holds forth on CLG*

This is the second time in the history of the club that that I can recall such an excellent training presentation. That event took place at a club meeting hosted by Bill Gibbons at his home in Boulder. Bill's presentation was the use of jigs and fixtures to build his F1B's. (*Murph, I respectfully draw your attention to Tom Norell's fairly recent session on wood stripping at Manitou.*)

Don's seminar was well received by the eager students hungry to learn more about AMA's most popular event. Yes, CLG is even more popular than E-36. Don's presentation started with a discussion on the design of the models and effects of various types of rubber, followed by a discussion on launch techniques.

When the classroom session was completed, Don moved the program out to the flight line for one-on-one coaching on launching techniques. This was the highlight of the session as everybody was able to benefit from Don's patient coaching.

To cap off this program, Don gave everybody who attended a copy of the plan of his Nats-winning model with extensive notations of all the little things

Don suggests that would help make the model a winner. Because this session was so popular with the folks who attended I believe we should do one or two events like this in each season.



*Len Sanders—The King of Persistence. Great flights, Len!*

Now for the contest. The new Scramble rules which were designed to fly the various events to the AMA rules were tested and the results were good. Thanks to the team who put so much work into this project.

As the day started Frank Menanno was putting his E36 up with its outstanding climb. Things were looking good for Frank till he dropped the third flight. He started again flying his B Electric model.

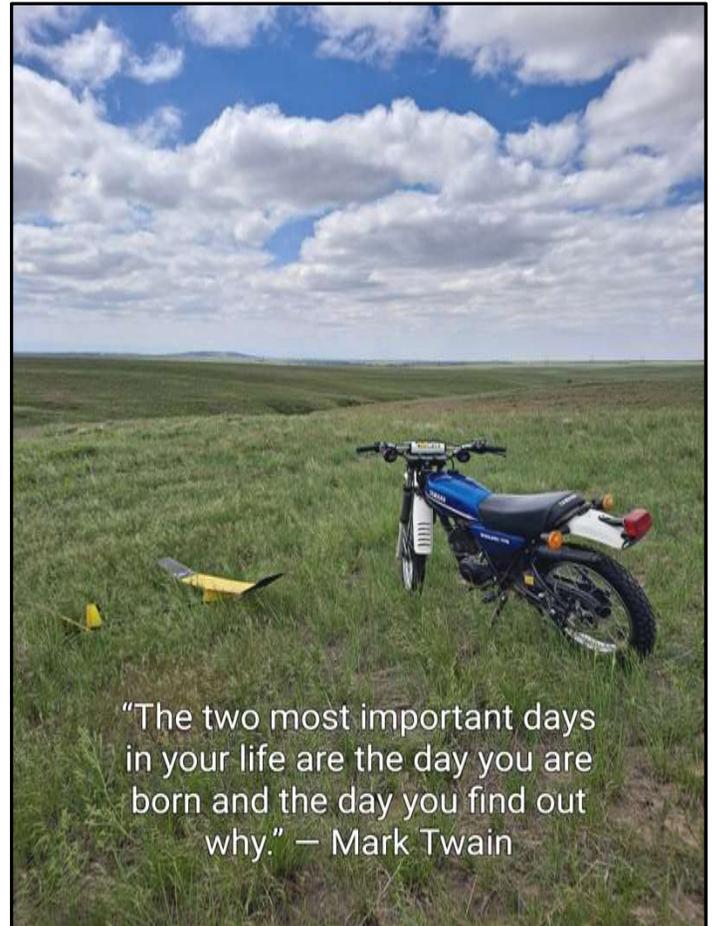
About this time the CLG session was over and Don broke out his E-36. So, here we are. We have the little E36 going head to head in the search for dominance in the world of electric flight.

Don put up a quick series of maxes and the race was on. It was max after max through Round 4, then 5, then 6 then 7. Now the crowd was getting into this race of the little airplane going toe to toe against the larger model. The 8<sup>th</sup> round kept the race as a tie. Now as the day is getting long the 9<sup>th</sup> round kept the race still tied. Everybody was holding their breath as the contestants launched their 10<sup>th</sup> round flights. Wait - wait everybody was watching their stop watches as the larger model glided in to a max as the E-36 fell short. Just to be sure, Frank put up two more maxes for a total of 12.

Just in case you were wondering how the glider competition went, Professor Don won it with a perfect score of three maxes. He accomplished this while watching Frank piling up max after max with his B Electric model.



Foreground: Frank holds his Scramble Winner award sticker.  
Background: What's wrong with John?



Meme by Frank (Starring his winning B Electric model)

In closing here are two points to consider. First don't rely on the TV weather talking heads to make your decision to come out and fly or not. Second, free flight is a sport with many external factors affecting the outcome. It's not just weather.

Thermals, Murph

**NATS Teaser!**  
**Don DeLoach: Looks like 8 firsts and 5 seconds. Amazing. Congratulations to all MMM members who made the long trip to Muncie.**

**More NATS coverage in the July – August issue.**

	1 <sup>st</sup> Place	2 <sup>nd</sup> Place	3 <sup>rd</sup> Place	Other
<u>Don DeLoach</u>	OT Catapult B Electric OT HLG Rubber Scale Dime Scale OT Rubber Fuselage WWI Combat Team HLG	F1G E-36 <u>Mulvihill</u> Andrade <u>Greve/Thompson</u>	Classic Towline	HLG (4 <sup>th</sup> )
<u>Skilly DeLoach</u>	P-30(Senior) HH Cat Glider (Senior) Team HLG			Classic Towline (4 <sup>th</sup> ) HLG (Senior)(4 <sup>th</sup> ) E-36 (14 <sup>th</sup> )
<u>Darold Jones</u>				F1G (10 <sup>th</sup> ) P-30 (14 <sup>th</sup> ) HH Cat Glider (18 <sup>th</sup> ) OT Catapult (8 <sup>th</sup> )
<u>Jerry Murphy</u>				E-36 (19 <sup>th</sup> ) HH Cat Glider (19 <sup>th</sup> )
<u>Rick Pangell</u>	<u>PeeWee 30</u>			E-36 (7 <sup>th</sup> ) OT Catapult (11 <sup>th</sup> ) HH Cat Glider (11 <sup>th</sup> ) 1/2A Nos Gas (8 <sup>th</sup> ) OT .020 Replica (6 <sup>th</sup> )

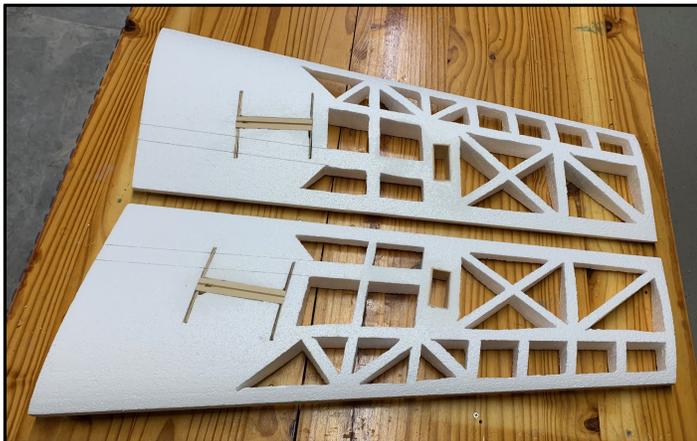
## Projects and New Builds

### Bernie's Pattern Ship

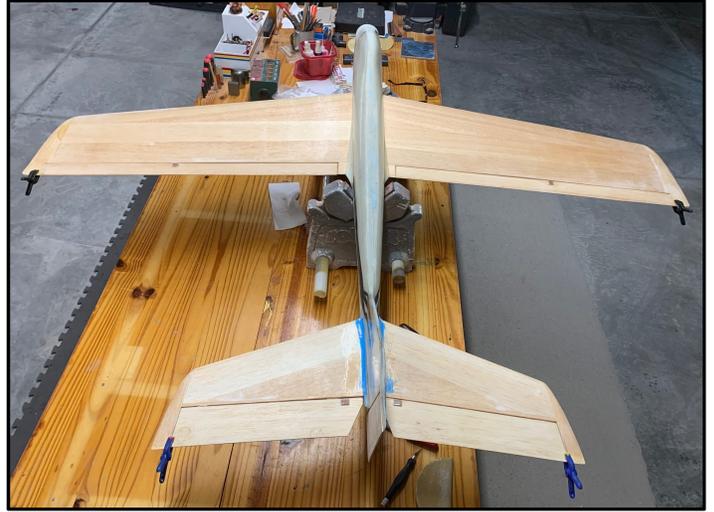
From Bernie: I know this doesn't look like a free flight model. Don't let that fool you. Just think of it as a Class D power model. *(Right, Bern...)*



This summer's project was a scratch-built Blue Angel – my sixth. The model won the 1972 World Pattern Champs for the Japanese and is in my opinion one of the nicest looking of the era. This one was built to replace #5, my favorite RC power model, after I gained a hard lesson about flying acro up here on a hot day. Density altitude approaches 10,000 feet when temps climb into the mid-nineties and the acro characteristics of these birds are definitely affected.



*Wing Cores ready for sheeting*



This one was built with a molded glass fuselage, foam core balsa sheeted wing and a built-up horizontal stab. Honeycombing the wing cores saved a couple of ounces. It's powered with an OS .75AX for a little more oomph at our altitude versus the other five that all used an OS .65AX for power. It came in at 7.4-lb, which is a good weight, and is finished with Klass Kote.



*Gorgeous, Bernie!*

### Don's SuperSat 224 E-36



My new SuperSat 224 is not actually a Satellite. It's a direct derivative of my successful Super Pearl 222. Same projected wing area, same tail volume, same airfoils (8.9% flat bottom Neelmyer wing, 7% original stab). Five-panel wing planform like a GLH series '74 Satellite. Fin is slotted into the rear half of the stab; not easy to build but looks slick and saves some tail moment/moment of inertia but move the fin weight forward a bit. Boom is the Nitro UL from KitesandFunThings.com.

Prop: GM 6.5x4 folder and CN models spinner. Speed control is the Maytech 20A from Retro RC. Timer: SLFT with Bauer RDT.

Will probably offer a short kit in the near future; contact me to get on the list.

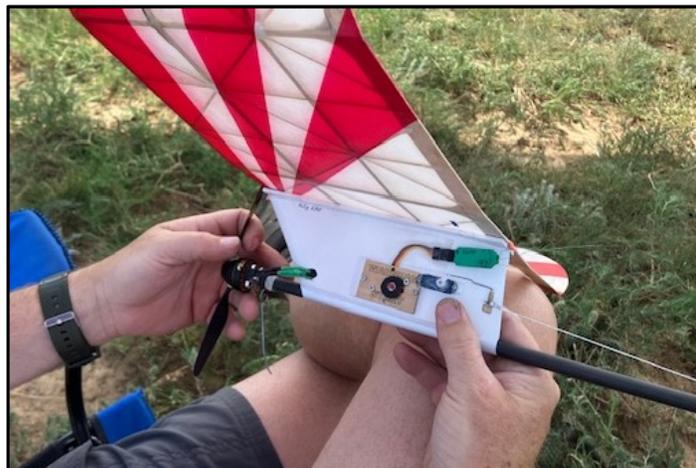
Don

*Gorgeous model, Don!  
See plan later in this issue*



*The plan calls for 1 gram of clay at the tail for CG. Interesting!*

The prototype was built in April 2025. Covering in Polyspan it came in at 162g with battery. Maiden'd at the June 28th Scramble at Norris Ranch, model was docile in trimming. It trimmed out in about 10 flights and proceeded to put in 6 maxes to win that Scramble.



Motor: T-motor 2203.5, 3550KV. Battery: Gaoneng GNB 380 mAh 2S 90C.

### John's Coupe #3



*Coupe #3—same color scheme as #2*

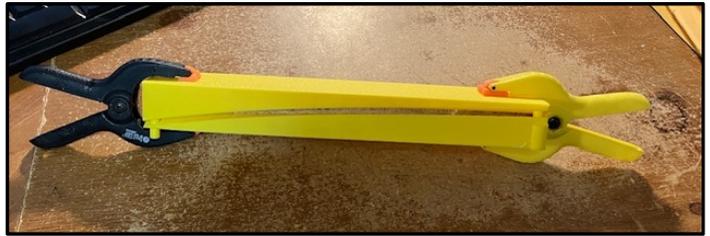
I had some success at the 14-Rounder with Coupe #2, and I can't complain. It caught thermals, it flew a good number of maxes, and when I made the mistake of launching right as a blast came through, it got sucked pretty much straight up by its prop and did a monster flight that Sean timed.

On the other hand, I've been really impressed by Darold's lighter, smaller Coupe. It just seems so floaty. My #2 is around 50 inches in span and frankly, it's around 10 grams overweight. I know we're not supposed to be quite so concerned about weight on an outdoor model, but after adding an RDT BB board, GPS board and two cells, #2 is pretty tubby, I feel. I also think it would be nice to see if I could trim a model from the start so that it climbed right, and turned right in the glide, which is a trim arrangement that's eluded me with my locked up models. Number 2 climbs to the right okay in a thermal, but then when the turns run out, it turns left, often leaving the thermal entirely. Frustrating.

This new Coupe (#3) has a wingspan of only 43 inches, but keeps the same 10 CM (4 inch) chord. It's shorter by 3 inches. The wings have 3 mm square pultruded CF tubes for the inner panel spars, and all-balsa tapered outer panels. The CF tube accepts a .08" wire nicely for the wing joiner. The foil is my humble P-30 foil, not some super-duper FAI thing. I covered the whole plane in tissue, which is probably a mistake in terms of surviving the rough-and-tumble field environment, but we'll see.

The front end is the same one I've been using, an "out in the breeze" Montreal stop running on a 10-strand motor. Best of all? The plane has an all-up weight of only 67.6 grams, with all electronics, batteries, and Crocket hooks aboard. The right wing came out heavier than the left, so I think I know where to put at least some of the two grams it needs to meet the FIG 70-gram airframe minimum. With a 14% weight reduction, I'm hoping for a better climb and a not-greatly-different glide. It was too windy at the August Scramble so first flight at the RMCs?

faces, I thought I'd try two-part plastic molds for greater fidelity to the pitch calculations. They work great, but to no surprise, the alcohol-soaked 1/16" balsa blanks take a lot longer to dry, given that they're clamped between nonporous plastic surfaces. I've seen other ventilated 3-D molded prop blocks, but I'm leery of incurring texture problems.



For you 3-D drafting geeks, the shape was created by lofting 17 profiles at half-inch intervals. The top mold is just a mirror image of the bottom, except for the registration pins. Each half took about an hour to print. This is V1. I'd make a change or two for V2.

I designed them to an 18-inch pitch, but comparing the numbers to a 16-inch pitch v. radius distribution, the station-on-station angular differences are remarkably similar. Adjusting the root angle within a reasonable range will permit these blades to behave pretty well anywhere in the 16-20 inch pitch range, I believe. I favor less pitch, personally.

More on process: I mold the balsa prop blanks twice. First after soaking them in alcohol (Windex, actually), which gives them the initial twist, then again when I glue the laminations together with either Titebond or nitrocellulose. I think I should be able to mold them all in one go, but I haven't tried that yet. Soak, glue, mold.



*The BMK all-in-one RDT + Band Burner board. This is another weight saver. The old Coupe uses an E-20 RDT board with separate BB coil board.*

### Coupe Blade Molds

More yellow plastic—Ed.



After previously using wooden prop molds that I would make out of basswood frames and balsa



*Surface texture is interesting, but not perfectly smooth. For smooth(er) it would need to be printed on end, rather than on its bottom. Not sure if that would work well.*

## Casino Cup

Jack Murphy, CD

The seventh annual Casino Cup was held on the BLM site nine miles south of West Wendover, Nevada. The fourteen contestants were blessed with terrific weather, though breezy at times in the afternoon.



*Darold and his Coupe*

There were five hailing from Colorado: Jerry Murphy, Darold Jones, Sean McEntee, Frank Menanno and John McGrath. Ben Tarcher, Larry Norvell and Rocco Ferrario made the trip from California. Mike Richardson, Mike McKeever and Jack Greening arrived from farther reaches of Nevada. Ed Skorpa, Loren Mills and Jack Murphy jumped the border wall from Utah. Rocco, Frank and Mike McKeever maintained the sounds and smells of Free Flight flying a variety of AMA, NFFS and FAI power events. Frank had the longest string of maxes overall in F1P, carrying on in hopes of winning his second overall Casino Cup.

Electric events were popular, with four contestants in each. Loren Mills, flying in F1S, eclipsed Frank by 34 seconds for overall Casino Cup points, garnering his name on the trophy in his sophomore year in Free Flight. Ed Skorpa's all-

carbon electric models continue to inspire awe in their world-class construction.



*Sean McEntee—with star-spangled hat matching his model—returns from a chase.*

The glider pen got active on Sunday, with Sean, Rocco and Frank having a great time with Rocco coming out on top. Rubber events were enjoyed by Larry and Mike Richardson flying F1B, Larry coming out on top. P-30 featured a showdown between John and Darold, John being the victor. In F1G, Mike Richardson had more luck than John, taking home the beer stein for first. All in all it made for a great weekend of Free Flight. I hope to see you next year! *Below: Murph and his P-30*





*The CD himself with his very recognizable Leapin' Lizard E-36*



*Loren Mills—Winner of the 2025 Casino Cup.*



*Your editor with his lucky hat and not-so-lucky Coupe#2, which had a particular aversion to thermals at the CC.*

## **Scramble the Singletons?**

*JM/Editor*

In addition to running a great contest in an interesting setting, Jack does a very creative thing to provide some excitement where otherwise there would be none. In classes where just a single contestant puts in official flights, Jack pools those entries into a Scramble, just as we do at our monthly contests, and treats that as its own class, awarding 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> prizes according to the number of maxes attained.

As we know, in our major contests we sometimes have those slightly cringy situations where we award a first place to someone who was a sole competitor in a class. I know it's awkward because when I walk in the door and my wife says, "How'd you do?" and I say, "I won Andrade," she then asks how many competitors was I up against. It would be nice to have a nonzero answer 😊. Anyhow, kudos to Jack for using one of our club's best ideas in the context of a larger contest.

## June Scramble #2

Sean McEntee, CD

This year, the club held two Scramble contests in the month of June, to take advantage of the typically beautiful weather of early summer. The second June scramble was held at our Norris Ranch site, located east of Fountain and southern Colorado Springs.



*Don kicks off his power model trim training*

About a dozen club members arrived at the field, only to be greeted with unseasonable, unflyable winds that prevented any morning and early afternoon flights. However, some planned events made use of the downtime. Don DeLoach gave more “ground training”, this time on proper trimming techniques high-speed power models. Thanks to Don for passing more of his invaluable knowledge along. A CD-provided lunch also softened the blow of the unfavorable conditions. *(Stop right there, shipmate! Sean’s “CD-provided lunch” was world-class barbecue that he’d crock-potted and prepped since the previous day. Sean left the field around 1100, drove home, and returned with barbecue and a side or two and set us all up with a fantastic lunch. Flying was pretty much impossible at this point, but the eating was amazing!)*

Conditions slowly improved as the afternoon wore on. With distant storms in just about every direction, five patient flyers commenced official flights around 3:00, and the contest extended until 6:00 to recoup some of the lost time in the morning.

At the end of the day, Don whipped his new Satellite-inspired electric model into shape, soundly winning the contest.



*It didn't take long to get it figured out! Great shot of Don releasing his new SuperSat (CD photo)*



*Most of us have grubby plastic containers for our stuff—if that. Karren has a no-foolin' Coach bag to carry her free flight essentials. Sunscreen, binoculars, stopwatch, catapult.*



*Butch launches, Don coaches. Sure, Pueblo was getting nailed with storms in the background, but at this point, our weather was very flyable.*



*CD Sean preps to launch his HLG. Tough looking sky, but there were some thermals to be had!*



*Cass and Chuck work on Cass's Satellite. Pikes Peak in the background.*



*In lieu of one of our usual Scramble Stickers, Sean presents winner Don with a one-of-a-kind subdued black-on-olive drab embroidered MMM logo patch.*

The next gathering will be back on Lowry Field on July 12-13 for the 46<sup>th</sup> annual MMM 14-Rounder, hosted by Pete McQuade and John McGrath. See you on the field!

*(Coverage of the 14-Rounder will be in the next issue.)*

## Binoculars and Eyeglasses

JM/Editor, and Bestbinocularsreview.com



I had a short discussion about this with Karren at the field not long ago because she'd been experiencing something with which I have great familiarity: trying to achieve happiness with binoculars while wearing glasses.

Using binoculars with glasses is a pain. I spent many of my formative years with a heavy 7 x 50 brick around my neck staring off into the dark for hours on end looking for things not to hit with the pointy end of the ship. The choices were either to remove your glasses and adjust the binoculars to meet your prescription, or to keep your glasses on and accept a smaller field of view. It was awful, because whipping your glasses on and off constantly is really not practical, and a smaller field isn't acceptable either. It was the devil's choice.

When I got into free flight I went looking for binoculars, thinking that I was just going to have to suffer with the same issues I'd had previously. I did some research and learned about Eye Relief, which is the critical design feature to look at if you're a glasses wearer. The following is excerpted from Bestbinocularsreviews.com. I recommend finding the article and reading it in its entirety. In the article the question is posed, "What's the workaround for eyeglass wearers?"

The link:

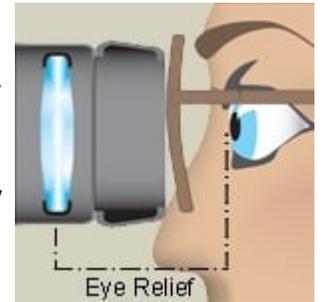
<https://www.bestbinocularsreviews.com/blog/eye-relief-eyeglasses-binoculars-11/>

## Eye-Relief & Eye-cups

The solution: Binoculars with Long Eye Relief.

### What is eye relief?

Eye relief is the optimum distance between the ocular lens on the instrument and your eyes when using your binoculars. Any good quality binocular will come with adjustable eye-cups that enable you to get this distance just right so that you can see the full image without any dark rings forming on the edges. *[If you're not wearing glasses...Ed.]*



For those that don't need or wear glasses, the usual setting is to just have these eye-cups fully extended as the manufacturer usually designs the binocular so that the optimal eye-relief is at the same distance as the amount the eye-cups can extend. However, as we know different people have different shaped faces and so being able to micro-adjust them to get the distance exactly right for you can be important.

If you do wear eyeglasses, you should pay extra attention to the quoted maximum amount of eye-relief. This is because your glasses sitting in-between your face and the binocular increases the distance between the ocular lenses and your eye. (My underline—Ed.)

Thus most eye-glass wearers will need to twist or fold (depending on the type) the eye-cups down because your glasses take up the eye-relief space instead of the eye-cups.

So it is important that you get a pair of binoculars with enough eye-relief to allow for this:

## How Much Eye-relief is Enough?

Most binoculars have an eye relief of greater than 10mm, but for most eye-glass wearers this is not enough to ensure that you get the full image and can comfortably see the full uninterrupted field of view without any dark rings on the edges.

In my experience, to be considered to have **long** eye relief and enough for those who wear glasses, you should be looking for a binocular that has at-least 16mm and ideally a little more.

Sure, an eye relief of 14 to 15mm is enough for some, but ideally and to be more certain I would suggest that you should look for binoculars that have more eye relief than this. These days there are many instruments that have 17, 18, and even 21mm, which you can take a look at by following the links under more information at the foot of this page. (End of excerpt.)

The punchline: Eye Relief and eye cups work together, but if your binoculars don't have enough built-in Eye Relief, screwing the cups in all the way may well not suffice if you're wearing glasses.

In my shopping around, I found a nice lightweight set of Nikon ProStaff 8 x 42 binoculars at REI for \$139, something like that, with an Eye Relief of 20.8 mm. The magnification is better than the Navy's ancient 7 x 50's, and because of the great Eye Relief they allow me a complete field of view when wearing my glasses. For acquiring a model that's in the air and getting smaller, I love 'em.

### Kritter Korner



*Clinging to Frank's antenna at the end of the June Scramble #2 down at Norris Ranch—a meadowlark! We love meadowlarks, except when their peeps sound like GPS peeps ☺*



*Look closely and you can see the rattler spotted by Bill, Karren, and Bernie at our shelter at Lowry. 4 feet? It crawled into the shadow of a wooden upright. Can't blame it. I'm sure it was hot out and that shelter's pretty cool.*



*This is almost certainly our buddy from last issue that Bill and Karren caught resting on top of the Clubhouse. It's a golden eagle, spotted lifting off from the fence up by the hunt club in early June.*

Though we beg to differ with the title, this is Mike Cross's Front Range Events Calendar. Contact me ([johnmcgrath2@comcast.net](mailto:johnmcgrath2@comcast.net)) if you need more detail as to non-MMM club contacts.

## Front Range RC Flying Events Calendar for 2025 (Ver 2a)

by Mike Cross – Longmont Associated Modelers Association (LAMA) 24 Jul- AMA 31 May

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**Note 1:** This events calendar is very dynamic and being updated frequently, bear with me on changes.

**Note 2:** Some of these events are not firmed up ---- **verify before you plan to attend.**

**Note 3:** The events with a **(A)** = are AMA sanctioned events and **(I)** = are IMAC sanctioned events.

These events were gathered from the AMA Web site calendar, club web sites and emails from club officers.

**Purple – Newly added event**      Please send updates to: [Hotcross.RCFlyer@Gmail.com](mailto:Hotcross.RCFlyer@Gmail.com)

Jul 11-13	Vintage fun fly	Black Hills RC Propbusters - Rapid City, SD
Jul 12 – 13	MMM 14-Rounder	MMM free flight club
July 19	<b>Warbirds</b> Over Pikes Peak	Pikes Preak RC Club - East Colorado Springs
Jul 17-20	<b>7<sup>th</sup> Lama Fest</b>	LAMA - Dacono
Jul 25 -27	4th Annual <b>Pattern</b> Contest	CrossWinds RC - Aurora
Jul 31 - Aug 3	3rd Rocky Mountain <b>Big Bird</b> Fly-In	LAMA - Dacono
Aug 3	Outdoor Scramble	MMM free flight club
Aug 17	Family Day & <b>Swap Meet</b>	Pikes Preak RC Club -East Colorado Springs
Aug 30 - 1 <sup>st</sup>	Rocky Mountain FF Champs	MMM free flight club
Sep 5 - 7 (A)	Mile High <b>Heli Showdown</b>	LAMA – Dacono
sept 6 – 7	<b>Warbirds</b> Over Cherry Creek	Denver RC Eagles – Cherry Creek
Sept 20	<b>Jets</b> over Pikes Peak	Pikes Preak RC Club -East Colorado Springs
Sept 21	MMM Outdoor Scramble	MMM free flight club
Sept 24-28	Black Hills Air Rally	Black Hills Propbusters - Rapid City, SD
July 19	<b>Warbirds</b> Over Pikes Peak	Pikes Preak RC Club - East Colorado Springs
Oct 4	<b>Electrics</b> Over Pikes Peak	Pikes Preak RC Club - East Colorado Springs
Oct 19	MMM Outdoor Scramble	MMM free flight club
Nov 2	MMM Outdoor Scramble (Frito Pie)	MMM free flight club

# 60<sup>th</sup> Rocky Mountain Free Flight Championships

## Aug. 29 - Sept. 1, 2025

Category III, Class AAA, National Cup \*Exempt\*

AMA • SAM • NFFS • FAI America's Cup • FAC Mountain States Scramble

Located about 20 miles ESE of downtown Denver. Drive six miles east of E-470 on Quincy Ave. Continue one mile east of "T" intersection at Watkins Road, look for MMM entry gate on right (south) side. Call or e-mail for gate combo.



### Friday, 8/29 3-5 p.m.

Late registration and FAC Scale judging at the Lowry flying site. Informal dinner at local restaurant afterwards.



### Saturday, 8/30 8 a.m. - 6 p.m.

Dynasty Cup: F1A, B, C | P, Q  
 AMA Mulvihill | Moffett combo  
 AMA A | B Electric combo  
 AMA A | B Gas combo  
 NFFS Classic Towline  
 Nos. 1/2A | Early 1/2A | 1/4A Gas  
 FAC WWI Combat (10 a.m.)  
 FAC Greve | Thomp. | NAR ML. (noon)  
 5x5 HLG (2 p.m.)  
 FAC No-Blue-Max Horde (4 p.m.)  
 FAC Golden Age | Modern Civil combo  
 FAC Dime Scale  
 FAC Embryo Endurance  
 FAC Old Time Stick | Fuselage combo

### Sunday, 8/31 8 a.m. - 6 p.m.

Dawn Unlimited: 7:30 a.m. launch  
 Dynasty Cup: FIG, H, J, S  
 AMA C | D Gas combo  
 AMA CD Classic Gas  
 AMA HLG  
 SAM OT HLG | CLG combo  
 Sm. Nos. | Andrade | SAM Sm. OT comb.  
 FAC L.W. Trainer ML. (10 a.m.)  
 FAC WWII ML. (noon)  
 FAC Modern Military ML. (2 p.m.)  
 FAC 2-Bit + 1 | Jimmie Allen combo  
 FAC Jet Catapult Scale  
 HLG Mass Launch (5:30 p.m.)

### Monday 9/1 8 a.m. - 3 p.m.

Dawn Power: 7:30 a.m. launch  
 AMA AB Classic Gas  
 AMA 1/2A | 1/2A Classic combo  
 ABC Nost. Gas | E-Nos combo  
 AMA E-36  
 AMA P-30  
 AMA Catapult Glider  
 SAM Large O.T. | Large Nos.  
 Rubber combo

May be flown any/all of the three days (need not finish on day started): FAC Peanut Scale, FAC Rubber Scale, Jr./Sr. P-30, Jr./Sr. E-36, Junior 1/2A Classic Gas, Jr./Sr. HLG, Jr./Sr. CLG, Jr./Sr. Classic Towline.

Contest Directors: Don DeLoach, 719-964-7117, <dldelach@comcast.net>; Chuck Etherington, 720-201-6218, <etherington.freeflight@outlook.com>. Visit <www.themmmclub.com>.



### The Fine Print:

- On-site tent/RV camping allowed, no water or hookups, NEW: no fee!
- One-site grilled lunch each day. Cash donations gratefully accepted.
- All events J-S-A combined unless noted.
- All events to current AMA, NFFS, FAC, FAI, and SAM rules unless otherwise noted.
- In combined events contestants may fly any/all events within the groupings for National Cup points and/or to better an existing score for RMFFC award purposes. For example, in C/D Gas Combo, you may fly separate flight strings with both C and D models. Only your best score of the two will count for RMFFC awards purposes; both scores count for NFFS National Cup points.
- HLG and CLG (AMA and OT) will be flown from a launch pen.
- Old Timer HLG/CLG: Best 3 flights of 9. Same flyoff rules as AMA CLG/HLG (90s max, one chance to max, keep flying until you drop a max).
- FAI events: 90-minute overlapping rounds starting at the top of each hour beginning at 8:00 a.m., weather permitting. Seven rounds of F1A-B-C/P-Q Saturday; five rounds of FIG





H-J-S Sunday. Flyoffs (if required): after 6 p.m. each evening or on the following morning.

- FAC *No-Blue-Max* Flying Horde open to any FAC model, scale or duration, non Blue Max holders only. Single round, winner gets a Kanone.
- Dawn Unlimited Rubber: Meet at 7:15 Sunday. Launch window: 7:30-7:40 a.m. Must wind and launch inside the 10-minute window, no max, timed to the ground. All AMA rules apply.
- Dawn Power: Meet at 7:15 a.m. Monday. 7:30-7:40 a.m. launch window. All power models fly together including FAI, Nos, AMA, SLOP, Electric. One attempt allowed for one flight with no max. Motor run will be 15 seconds unless weather dictates shortening.
- **Dave Wineland's Gas Attack!** \$100 cash to the longest string of maxes in any regular RMFFC gas event including AMA, Nostalgia, SAM, FAI. Must follow rulebook engine runs/maxes including flyoffs. Automatic, free entry for all Gas event flyers. Thanks Dave!
- "5x5 HLG" special event flown on Saturday 9/2. AMA HLGs flown in five 5-minute rounds with 90-second maxes and 10-minute chase period between rounds. Part of the "Ruckus in the Rockies" \$100 Challenge.
- Plaque awards through third place in all events.
- The following RMFFC perpetual trophies will be awarded: F1A, F1B, Gollywock, Mulvihill, Rubber Scale, Collins Glider Hi-Point, Gibbons Rubber Hi-Point, McGhee Power Hi-Point (includes electric events), and the 1961 RMFFC Grand Champion Trophy.
- Grand Champion scoring: Choose up to 5 events: 1 Rubber, 1 Power, 1 Glider, 2 of any. 5, 4, 3, 2, 1 points for 1st, 2nd, 3rd, 4th, 5th place. If only 4 flyers 4 points for 1st, etc. If 3 or fewer flyers, 3 points for 1st, 2 for 2nd, 1 for 3rd. Tiebreaker: Total points accrued in flyers' other events apart from the five chosen events. **\$50 cash to Grand Champ!**
- CDs reserve the right to reduce maxes/engine runs to suit weather/retrieval conditions.
- Raffle during awards on Monday, approximately 4 p.m. **PLEASE DONATE ITEMS**, 100% of ticket sales benefit MMM and our great flying site.
- Glider Champion, Rubber Champion, Power Champion scoring: 5, 4, 3, 2, 1 points for 1st, 2nd, 3rd, 4th, 5th per Grand Champ scoring above. All glider/rubber/power events count including scale. No maximum number of events to be counted. Tiebreaker: Total number of maxes achieved. "Power" includes electric events.
- Junior/Senior Championship award: for highest scoring Junior/Senior per the Grand Champion scoring, \$50 cash.
- RMFFC Sweepstakes award - \$50 cash to the flyer with the most championship points in all events — no maximum number of events and all events count. **Fly all you can for the big pot!**
- Accommodations: 1. Super 8, Parker, Colo., 720-851-2644, ~\$90, 20 min. from field. 2. Hampton Inn, Parker, Colo., E-470 at U.S. 83/ Parker Rd., 303-841-2977, appx \$110. 20 min. from field. 3. Motel 6, 9201 E. Arapahoe Rd. 303-790-8220. Appx \$70, 30 min. from field. 4. Country Manor Motel, 32681 E. Colfax Ave. Watkins, CO 80137, (303) 261-9650, appx. \$75, 15 min. from field.

Detach & mail (or scan and email) to: Don DeLoach 831 E. Willamette Ave., Colorado Springs, CO 80903, <dloach@comcast.net>.  
 Entry Fees: Adult: \$20 first event, \$10 each event thereafter, \$50 max. Juniors/Seniors: \$10 flies unlimited events. Make checks payable to "MMM Club" or Paypal to <mmmffclub@gmail.com>. **Make your contest directors happy...PLEASE PRE-ENTER!**  
 >> Pre-entry: Unlimited events for \$40, if entry & payment received by 8/28/25<<

Name \_\_\_\_\_ Address \_\_\_\_\_  
 City, State, Zip \_\_\_\_\_ AMA # \_\_\_\_\_ J S A  
 Paypal check here \_\_\_\_\_ Total enclosed : \$ \_\_\_\_\_

Circle events you wish to enter. Star or highlight your five Grand Champ events (1 glider, 1 power, 1 rubber, plus 2 of any type.) Must choose Grand Champ events prior to flying any.

**Saturday:** F1A, F1B, F1C/P, FIQ; A|B Electric Combo; AMA A|B Gas Combo; AMA Mulvihill |Moffett Combo; NFFS Classic Towline; Nos. 1/2A | Early 1/2A | 1/4A Gas Combo; 5x5 HLG (2 p.m.), FAC WWI Combat (10 a.m.); FAC Embryo; FAC Greve | Thompson | NAR M.L. (2 p.m.); FAC Golden Age | Modern Civil Combo ; FAC Dime Scale; FAC *No-Blue-Max* Flying Horde M.L., FAC OT Stick | Fuse Combo

**Sunday:** Dawn Unlimited; FIG, FIH, FIJ, FIS; AMA C | D Gas Combo; AMA CD Classic Gas; AMA HLG; SAM OT HLG | CLG Combo; Nos. Small Rubber | NFFS Andrade | SAM Small OT Rubber Combo; FAC Low Wing Trainer M.L.; FAC WWII Combat ; FAC Modern Military M.L.; FAC 2-Bit + 1 | Jimmie Allen Combo; FAC Jet Catapult Scale; HLG Mass Launch.

**Monday:** Dawn Power; AB Classic Gas; ABC Nostalgia Gas | E-Nos combo; AMA E-36; AMA P-30; AMA Catapult Glider; SAM Large O.T. | Large Nos. Rubber Combo, AMA 1/2A | 1/2A Classic Combo.

**Any day:** FAC Peanut Scale, FAC Rubber Scale, Jr/Sr P-30, Jr/Sr E-36, Jr/Sr 1/2A Classic, Gas Jr/Sr HLG, Jr/Sr CLG, Jr/Sr Classic Towline.

# Ruckus in the Rockies



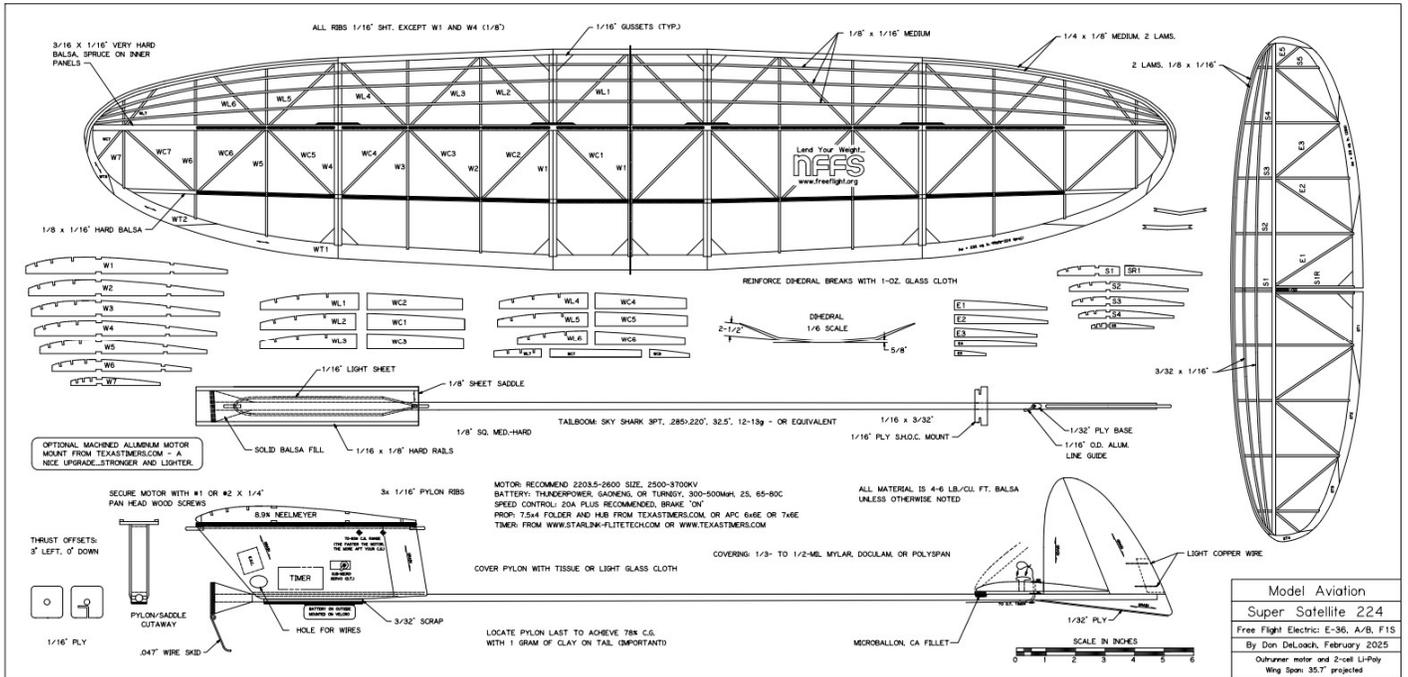
## **HLG throwdown at the RMFFC** ***3-part composite event for \$100 in*** ***prize money! Winner takes all.***

**I. "5x5 HLG"** Saturday, 8/30/25. Five rounds, 5 minutes each, from the pen. All flights count, 5-flight total, 90-second maxes. Fifteen-minute chase period between rounds. Round 1: 2-2:05 p.m.; Round 2: 2:20-2:25; Round 3: 2:40-2:45; Round 4: 3-3:05; Round 5: 3:20-3:25. **II. AMA HLG** (from launch pen, AMA rules, National Cup points); Sunday, 8/31/25. **III. HLG Mass Launch** (5:30 p.m., 3 elimination rounds); Sunday, 8/31/25.

**Scoring:** 5 pts for 1st, 4 for 2nd, 3 for 3rd, 2 for 4th, 1 for 5th places in I, II, III above. Highest total of (I+II+III) is Ruckus Champ! (Tiebreaker: most maxes in I+II).

**CD: Don DeLoach <ddeloach@comcast.net>, 719-964-7117**

# Don's Super Satellite 224



*I was going to rotate this 90 degrees for a larger image, but simply zooming in is a better option than tilting your head—Ed.*

## Ceiling Climb Flashback-- Photos by Chris Adams



Sean's B-25



David's Mr. Smoothie front end



MODEL PLANE CHAMPS—Prize winners in the model airplane contest, which was conducted by the Evening Optimist Club, are shown above with their winning entries. Pictured are, left to right, front row, John

Defee, Alex McRae, Bill Tucker, Douglas Watson and John Marshall, substituting for Carl Faulkner. Standing are, Chester McCrary, David Groening, Gerald Murphy and Bobby Sears. (George Cron Photo)

## Model Plane Builders Awarded By Optimists At Judging Session

The Evening Optimists Monday night awarded nine boys prizes for placing in the model airplane building contest.

The awards were made at Rudy's Restaurant. Thirty-three

boys entered the contest.

Judges were technicians at Chance Vought.

John Defee won first in the 8-10 year old age group; Chester McCrary won first in the 11-13 year group; and David Groening took first in the 14-16 group.

Second place winners in their respective age groups were Dale Tucker, Bobby Sears and Jerald Murphy.

The winner in the youngest age group was presented an electric motor. The other winners were given flying models of airplanes.

Third and fourth place winners were presented models of the Chance Vought Crusader.

Basis of judging was on workmanship and initiative. The contest began July 20.

**Young Murph!** From a 1956 Grand Prairie Banner article saved by Murph's mother, here's our guy competing in a solid scale model competition. That's Murph in the back row, 3<sup>rd</sup> from the left, holding that sweet F-86.

**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 \_\_\_\_\_ 2025

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

NEWSLETTER SUBSCRIBER \_\_\_\_\_ 2025 RATE: \$15.00 PER YEAR

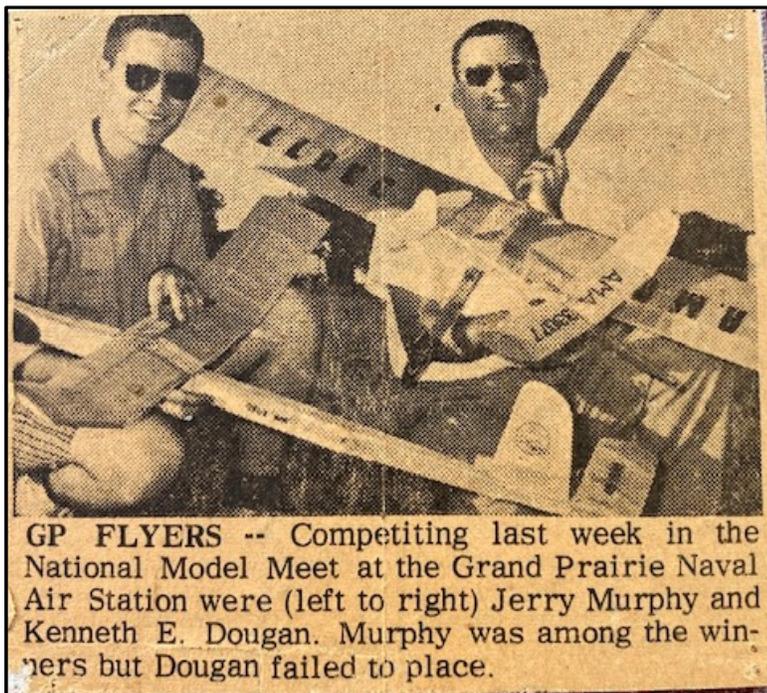
**SEND CHECK PAYABLE TO:** MMM CLUB, C/O CHUCK ETHERINGTON  
33946 GOLDFINCH DR.  
ELIZABETH, CO 80107

**Note:** [MMM also accepts PAYPAL for Dues, Contest Entry Fees, Etc \(mmmffclub@gmail.com\)](mailto:mmmffclub@gmail.com)

Paypal does charge a fee, so maybe add an extra buck to help us out.



Meme by Frank



**More Murph:** From the early 60's (Pre-spell-check, at any rate), here's Murph along with one of his mentors, Ken Dougan.