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"Club Auction and MMAC meeting at the Anoka Airport, Friday, February 6, 2009!"

Bring Stuff and Money!! Aaron Petersen auctioneer

Monthly Meetings:

All of the next meetings are being held at the EAA building at the Anoka County Airport. So if you have not been coming due to the extra drive from the south side of the city, make some phone calls to arrange for rides, and get yourselves (b….) up to the meetings. Directions, take 35 W north from Minneapolis to Highway 10 west. Note that there is a county road 10 just prior to Highway 10…don't take that road. Proceed west on **highway 10** to 93rd lane (Airport Road), and go right..north, to the bend in the road where you will see a gated entrance. Drive up to the gate and it will open. Proceed on the road until it Ts to the right. Go right until you see the EAA building. The meeting starts at 7:30 with the business meeting at 8:00 PM.

Upcoming Events: See your schedule for contest dates and events!

February 6, Big Auction,
Anoka Airport, EAA building
February 13, Bloomington Armory
March 6, Monthly Meeting, Anoka!!
March 20, Bloomington Armory
April 3, Monthly Meeting, Anoka!!
July 26-31, Free Flight NATS!!
Plan on it!... or for it!

Any questions, call Gary 651-429-3450
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OAKIE'S ORACLES

(An **oracle** is a person or agency considered to be a source of wise counsel or prophetic opinion; an infallible authority, usually spiritual in nature?)

A belated Merry Christmas and a Happy New Year. May 2009 bring many maxes and thermals on every flight. As I write this article the temperature is –20 degrees. It's too cold to fly models or to go ice fishing. Can't believe I said that.

The '09 outdoor schedule has fewer events but one can fly numerous events for National Cup points if one desires. For example for Large Gas one could fly A Gas, B Gas, C Gas, D Gas, but only one would count for the contest. As stated before, come and fly, we will help retrieve. We need flyers!

Seventeen Atta Boys to Dave Edmonson for his great flying at the Rocky Mountain Championships, Labor Day weekend and the contest at Lost Hills Calf. He made the club members proud. Nice going Dave.

Beware Dave, Gordon, Steve, and I have a pact. We will enter and fly all events you fly and beat you! Dave is worried. He showed his new HL Glider at the Jan. meeting with hopes of a winning design.

The prize committee is looking for donations. Those items you won years ago that are collecting dust will make great 'new' prizes. With some luck one could win them again!

On Dec 26 '08, Judi and I headed south to Palm Bay Florida for the King Orange Internationals. It's the first time we've gone south in the winter. It was strange to fly outdoors with a temperature of 80 degrees. The flying field is 3-4 times the size of Muncie. Retrieval was a breeze as there were roads everywhere. The weather was great, light winds, sunshine, and thermals all day. The competition was keen, eventhough the overall entries were down.

We enjoyed seeing and visiting with Jim Juhl Sr., his wife Ellen, and son Joe. Trust we'll see them at the '09 Nats.

Bob and Mary Schuettler were the contest directors and did an admirable job. Thanks to the Florida Modelers Association for hosting the contest and clearing the field.

Jerry Wagner was instructed by Dick Bloomquist to keep an eye on me, as I'm prone to screw up at some time. Thanks Jerry for your help. Sure would like to go again but it's a LONG drive.

FAC Squadron 39 met at Greg Thomas' home Jan. 17. We discussed the upcoming Vagabond contest in July. Buy a Vagabond from Greg, build it, and compete with us; should be a great event.

See you at the meeting…. Gary

Meeting Minutes:
December 5, 2008 8 in attendance at meeting, 4 more who continued to fly in the armory during the meeting Gary lead us in an interesting discussion in which many facts and stories came out! Gary was going to call Jon Hirte to see how he was doing, and plans for SAM activities. Prize donations were recommended, so wipe the dust from your kits on the shelves, and add them to the prize box! Auction was scheduled for February 6 meeting at Anoka Airport EAA meeting site, Aaron Petersen to do the auctioning…and entertainment as usual.

January 9, 2009 meeting 14 in attendance at EAA building
Discussed the mailing list, which is to be printed in the January MMAC newsletter.
Contest schedule for 2009 was approved. Big combination of events, but myriad of opportunities for NFFS points. This year you can enter multiple classes for an event, and get multiple credit for NFFS and MMAC club points and prizes. Jack O'Leary had an interesting story, and I am sure that anyone who attended CAN repeat it if you have an interest! Gordon Dona reported on a hearing aid battery tester that can be purchased at an ACE hardware. You can use this either for your hearing aid batteries, or maybe your Walston transmitter batteries, EH! Greg Thomas was putting on a FAC meeting on January 17, and the meeting was held and well attended, and very well hosted! (Drool was seen, caused both from the snacks provided, and over the many beautiful models hanging from Greg's walls.) Don Messerly showed a really nice Rocketeer ACE old time model powered by TD Medallion. Gary Oakins gave his review of his fun in the sun trip to the King Orange meet at Palm Bay Florida. Gary placed in numerous events and they had great weather. (So maybe we can't blame the bad weather on Gary?) Dave Kruse once again won the door prize, and then returned it to the club. Well done Dave K., but not required.
NOTE: With the club roster included in this newsletter, members are encouraged to call someone whom they have not heard from in awhile, and prod them to get back into it. We need something fun to do in our old age which can and should include building and flying our toy model airplanes…will keep us young in heart at least!





September 2008 Mini Model Contest:
Gary Oakins CD.
(forgetful editor forgot to put the results in the last issue, sorry)

We had a nice day, with light NE winds. The contest was held from the point on Harleys westerly field. Maxes were held to 90 seconds to keep from flying into the trees on the west side of the field. 7 contestants flew 7 events and several events were hotly contested, and it was a great day to be flying. Of special note, Sid Jepson and Hugh Langevin came to the contest and I took an hour off of flying the contest, and flew Hugh's 1970's World Championship A-2 models. Sid has been feeling a lot better since he got his drivers license back learning that the behind the wheel test (5 times) should not be trial and error! Gary Oakins had a perfect score in old time rubber, and Steve Oakins showed up with his new P-30 and almost womped me. It was a good thing that I had my Walston transmitter in my P-30, because the second flight went off into the woods late in the contest (I forgot whether one or two turns on the viscous timer, and it was over a 3 minute flight).

Large Gas

	Time
1. Dave Edmonson	265
2. Gary Oakins	DNF

½ A Gas

	Time
1. Gary Oakins	234
2. Don Spehn	233
3. Dave Edmonson	224

P-30

	Time
1. Dave Edmonson	248
2. Steve Oakins	229
3. Aaron Petersen	105

HLG/CLG

	Time
1. Dave Edmonson, CLG	246
2. Steve Oakins, HLG	159
3. Joshua Brown, CLG	67
3. Duane McDonnell,CLG	67
Dave Edmonson, HLG	228
Steve Oakins, CLG	137

1/4NOS/020 Rep

	Time
1. Don Spehn	218

Old Time Rubber

	Time
1. Gary Oakins	270
2. Aaron Petersen	260

Embryo

	Time
1. Aaron Petersen	237
2. Duane McDonnell	176



US team trials: by Dave Edmonson

October 2008, Lost Hills, California

I left for California on September 30 at 11:00 AM and arrived on the field at 7:00 AM after 42 hours in the car, about 5 sleeping, 2000 miles. I chose to drive this time so that I would not be handi-capped by not having my trusty modeling van with. Son Jeremy loaned me his pop-up tent trailer, and my 95 Dodge van made it there and back (it was something of doubt, and my wife told me if the van and trailer did not make it back that I would have to go back to work to purchase another!). In all, I spent 12 days camped out in the tent trailer with no shower, and using the site facilities for bif. They had a food service where I purchase all of my meals from. The first day at the cook tent, I showed them my billfold, and told him by the end of the contest, he would have all of my money, and he did. The food was really good, and a steak and egg breakfast with coffee going for $6, and a great steak dinner of $10.

There were 2 contests prior to the team trials, first the Livotto, then the Sierra Cup, and then the team trials. During the contests and the days between leading up to the team trials, I managed to get 6 of my 7 F1A models trimmed out and ready. The Livotto contest was halted after 6 rounds with 5 of us still with perfect scores. So a flyoff the following morning was scheduled, and I managed a 4:15 flight in early morning air which was good enough for 3rd place and my first medal at Lost Hills in F1A ever, and top score by a US flyer. The Sierra Cup went 7 normal rounds with 8 of us still with perfect scores,

and then went into flyoffs with a 15 minute window to make the flight, the first flyoff a 5 minute flight, and then a second flyoff flight of 7 minutes. At the end of the day, there were 5 of us left for another early morning flyoff. During the second flyoff I watched a guy chase a model down the field on a motorcycle that looked like it was coming down in 3 minutes, but as he got under it on his motorcycle and began circling at high speed, he developed a dust devil under it that kept it up for the 7 minutes. I have seen this guy do it before. It was not his model, but he was doing another guy a favor. So after the first day of flying through 9 perfect rounds, I figured the flyoff was going to feature another of these feats. So my plan was to launch quick in the early morning flyoff, and then go tackle this guy so he could not affect the outcome of the contest anymore than he had already done. The guy who he was helping was from England, I managed to speak with him prior to the flyoff that morning. He said he was also horrified at the help that he received on the previous flight, and he would not allow this guy to do it on this flyoff flight. So I was very relieved to find that out imagining that I would come out second best in a fight. So I managed a nice flight of 5:30 and placed third again, and my second medal.

Then began the team trials. The first few rounds were quite windy, and the 3 minute flights were going 1 ½ miles, and I was doing all of my chasing on foot (wife says no motorcycle riding). The wind calmed down after that for a few rounds, but after round 5, we got another big windstorm, and the flying was called for the day. After day one, I had 5 perfect flights along with 8 others. The second day was fairly calm, and I was pretty confident about making my first flight of the day which was a goal of a 4:00 max. I began towing and things looked good, but as I began the launch, the wind switched around 180. A 2 mile/hour wind that suddenly turns the other direction, is like you need 4 miles an hour more running speed. The launch went slowly up, and instead of a nice transition, it stalled once, then leveled out, but was down in 3:22. This was to be my only dropped flight for the 3 contests, and eventually dropped me from first to 6th place. On the next flight I picked some real nice air and got a max.

Returning from flight #7, I saw these 3 guys circling on motorcycles under a downwind model along with 3 other guys running in the same pattern waving their jackets. The model belonged to Rene Limberger, and he was winding up his line as I approached him. I asked if that was his model out there, and he said yes, and I proceeded to tell him that was pretty horse shit to have 6 guys out there affecting his flight to make a max. He proceeded to tell me that I was a horses ass for bringing this up, and later the contest director and committee wanted to hear my side of the story. I told them my side, and they told me to hold down the commotion, which I agreed to do. I then proceeded to fly my last few round with only one more problem.

I was one pole down from Pete McQuade from Denver. In FAI events you must fly from assigned positions at big contests like this. Pete was following my successful thermal hunts for easy maxes. So on this round, I waited for Pete to fly, but I got impatient, and went first again, did not really pick great air, but the model was beginning to bounce around and go up as it got back toward the flight line. I see Pete towing and my model is circling very close to his model. Pete does not see my model coming towards his line, and I was too far away to yell a warning, and so my model flies into his line and goes into a flat spin that continues all the way to the ground. Pete's model is disengaged from the line because of this, so he did not get a full launch, and comes down in 2:33 which drops him down to 5th place. Pete protested and flew again to a max, but they disallowed his re-fly. They should have allowed his second attempt, and he would have made the team.

So of the top 3 guys who made the team, at least 2 of them had motorcycle assisted flights, one of which I saw. Lee Hines model was coming down early, and my favorite motorcycle rider, dust devil maker, got under his plane for the max. So as far as I was concerned, the contest was tainted, but it did not really affect me this time, because I had finished in 6th place this time….. But at the last team trials I came in 4th, and the first place guy had also received motorcycle help which did keep me from being on the team.

During this contest I had lodged my complaint against motorcycle flapping in a big way. Then I see on the NFFS forum that one of the guys had written up a note about the unwritten rules that Dave Edmonson was expecting others to abide by. I then put in my side of the story, and called this motorcycle flapping the term motorcycle "lofting". In the last issue of the MMAC newsletter I mentioned GC flights. By GC I mean "ground controlled" flights which is what riding under a gliding model is. You can change the air under a dropping model from a downer to an upper by circling rapidly under the model with a motorcycle. This is well known by the West Coast fliers, and they frequently setup motorcycle teams to benefit their favored "Elite" fliers.

I have not heard the official word yet, but the rumor is that motorcycle flapping is being outlawed in the US, primarily based on safety considerations. If the AMA hears that gangs of guys are out there motocrossing under their models, that the use of motorcycles for normal chasing might be banned. Bob Sifleet tells me that the issue was unanimously supported for the reason that if everyone out there flying had a motorcycle flapping team, there would be numerous accidents. I think that this ban should be made on strictly fairness issues in that this is supposed to be a "Free Flight contest".

One note of extreme pleasure was watching 80 some year old Gil Morris coming out with his own design and construction F1C model and qualified for the team. His model looked terrible, but it had features such as 2 props running at different rpms, and a Jedelsky airfoil folding wing. He had a geared motor swinging a big 2 blade prop, and in front of that a 5 3/4x 3 prop at full engine rpm. He claims, and backs it up with the way the model performs, that he gets much better acceleration in the first few seconds. The Jedelsky airfoil folded up and squished is very thin and very low in drag. I hope he knocks the socks out of them at the World Champs, good luck Gil!