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Minneapolis Modeler

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" Mini-Model Contest, Sept 11, 2011!"

Monthly Meetings:

The meeting for the month of Sept. is at the Bloomington Armory in conjunction with an indoor flying session starting at 6:30 PM.
Most of the meetings are held at the EAA building at the Anoka County Airport, **first Friday of the month, unless it falls on a Holiday.** 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 October meeting starts at 12 Noon, this is a new time to try out.***

Upcoming 2011 Events: See your outdoor schedule for contest dates and events!

Friday September 2, **club meeting and indoor session at the BLOOMINGTON ARMORY!!**
Special Phantom Flash competition, two events, mass launch, and best 3 of 6, Jack O'Leary event director.
Sunday, September 11, **Mini Model Contest, North Branch, Dave Edmonson, CD**
Friday, October 7, **12 Noon! MMAC club meeting, Anoka Airport, adjourn to local eatery.**
Sunday, October 9, **Oktober Flug, North Branch, Dave Braun, CD**
Friday, November 4, **12 Noon! MMAC club meeting, Anoka Airport, adjourn to local eatery.**

Summer Contest, June 27, 2011

By Dave Edmonson

The wind was out of the south, so we flew from 400th street with models drifting to the north. The wind was generally about 10 mph, and the day was pretty good, but the turn-out was the worst ever. Only 4 of us flew in 4 of the 7 events. Greg Thomas was there to do the FAC scale event, but no one else showed up, and he stayed most of the day timing flights for us, thanks Greg! Perhaps the FAC scale event should be held at the Picnic Contest next year.

Silent Meet, August 7, 2011

By Dave Edmonson

Gary Oakins was CD at the contest, and did a good job of lining up great weather. 8 contestants took advantage of the beautiful weather. During most of the day the wind was thermal driven, and variable in direction, but with a general south drift. The humidity was low, and the temperature peaked just above 80.

There were several note-worthy flights, the first was my mulvihill model not DTing and making it to a block north of HWY 95 and Hemingway perched 30 feet up in a pine tree. Next was Tom Battey's ½ A model with a one minute engine run and thermaling beautifully, it has not been found yet. Gary Oakins finished the day with the grand finale, a two minute motor run that put it out of sight vertically when viewed in the binoculars. He caught up with it on Hwy 95, and watched it land in a tree, so back to pick up the retrieval pole and Aaron to help him get

it up! I also put up a CLG flight that was down to 100 feet after 4 minutes, and then I watched it go back up and OOS directly over the spot where it was launched at the 15 minute mark.

Gordon Dona had to leave early, but with enough time to put up the winning score in the HLG/CLG event. Tom Gustafson returned from a long contest absence, and put up 3 maxes to win Towline glider, and Steve Oakins flew his first Towline glider contest and came in second with 2 maxes. I finished last in towline glider, just proving that I can't win if there is more than one person flying!

It was a great day of flying with 8 contestants putting up 73 recorded flights!

Meeting Minutes

Per Dave: July 1, 2011, 6 members present

Gary Oakins to pick up NFFS Sympsium at the NATS. Gary to talk with Bob Hanford about contest sanctioning and whether NFFS points can be scored without sanction? Talked about how prize money is working out. Post note in newsletter about changing meeting time to daytime, so members not wanting to drive at night can attend, schedule debate for August meeting. Bob Woodhouse made motion to have Phantom Flash event at next indoor session, motion carried. Bob also proposed a new prize method to be implemented at the Silent Meet. The club was to provide a new printer to Gary for mailing out post cards. During the engine auction, Woodhouse purchased a nice shiny new Thermal Hopper for $75, Dave Edmonson got the older dull one for $40. Woodhouse won the raffle. Mel Roy reported to be home with family.

Per Dave: August 5, 2011, 11 members present

Meeting called to order at 8:00PM. Minutes read and accepted. Discussion about moving club meeting to afternoons rather than evenings. Gary Oakins suggested that we give it a try starting in October, motion accepted. Meeting to begin at 12:00 noon at Anoka Airport, adjourn to lunch after meeting. Gary reported that in order to qualify for NFFS point totals, contests must be sanctioned. Gary is almost setup with his new (old) printer. Gary also gave a short but hot NATS report, 220 contestants, it was 104 on Thursday, by Friday noon, most contestants had left. Gary flew 4 events, evidently 5 because he just got a trophy for his dawn unlimited placing. Don Berggren won the raffle. Aaron Petersen brought some neat Jimmy Allen models to show, a "Sky Raider" that does 70 to 90 seconds in the park, a "Thunderbolt" that has a parachute drop that climbs to 75 feet and does about 45 seconds, and a "Black Chuter" that has a double door for dropping chutes. All of these models use P-30 props. Dale Mendenhall brought in some more engines for auction, and just the OK Cub 049B was purchased.

Fun Flys:

Steve Oakins, Tom Gustafson, and Dave Edmonson have gotten together at North Branch for some really nice days of test flying this summer. We usually pick a day, 3 days in advance, when the forecast looks ideal. If others want to join us, you are most welcome to join us. Just let us know that you would like a call or email. The weather forecast from www.usairnet.com, when you plug in Cambridge Minnesota is very accurate for wind velocity and direction, and most other parameters for determining a good day for flying.

Club high point totals through the Silent Meet:

The points are accumulated through the contests for the year. First place for an event is 3 points if there are 3 or fewer entrants in an event. If there are more than 3 entrants, last place gets one, and it goes up from there.

2011 Club Points, August		
2011 Points	L-NAME	F-NAME
37	Edmonson	Dave
17	Watkins	John
10	Dona	Gordon
8	Oakins	Steve
7	Oakins	Gary
5	Berggren	Don
4	Petersen	Aaron
3	Gustafson	Tom
3	Monson	Don
3	O'Leary	Jack
1	Taylor	Terry

Bob Woodhouse Phantom Flash Rules for Sept. 2, 2011

Event #1: Best 3 of 6 flights: Phantom Flash planes must have been constructed from the club purchased Greg Thomas kits. Propeller as per supplied in kit. Must have wheels, need not rotate. Unrestricted rubber. Other than that, standard rules apply. Prizes through 3rd place, balsa packets to suit place.

Event #2: Mass launch in heats. Size of heats and number of flyers eliminated each heat to be decided by event director. Same rules as Event #1 pertaining to models. Further Bob restrictions, no repairs or replacement of rubber motors between heats. Any broken motors can be retied. Prize: The "glory" of "last UP!" (and possible mention in the next newsletter)

Any protests to be directed to Mr. Woodhouse, not to our wonderful event director.

June 26, 2011: Summer Meet, CD: Dale Mendenhall

Small Gas Power

	Time
1. Dave Edmonson(1/2A NOS)	339
2. Gary Oakins (1/2A)	200
3. Gordon Dona (1/2A)	151

HLG/CLG

	Time
1. Dave Edmonson(CLG)	275
2. Gordon Dona (HLG)	237
3. Terry Taylor (CLG)	57
4. Dave Edmonson(HLG)	154

P-30 Rubber

	Time
1. Gordon Dona	360
2. Dave Edmonson	270

Large Rubber

	Time
1. Dave Edmonson	328

August 7, 2011: Silent Meet, CD: Gary Oakins

P-30 Rubber

	Time
1. John Watkins	360
2. Dave Edmonson	77

Embryo Rubber

	Time
1. John Watkins	203
2. Aaron Petersen	116

Towline Glider

	Time
1. Tom Gustafson(Classic)	360
2. Steve Oakins (F1A)	305
3. Dave Edmonson(Classic)	302

HLG/CLG

	Time
1. Gordon Dona (CLG)	295
2. Dave Edmonson(CLG)	252
3. Steve Oakins (HLG)	237
4. Gordon Dona (HLG)	221
5. John Watkins (HLG)	128
6. Dave Edmonson(HLG)	124
7. Steve Oakins (CLG)	47

Gas Power

	Time
1. Dave Edmonson(A NOS)	327
2. John Watkins (1/2A NOS)	322
3. Gary Oakins (1/2A)	0

Large Rubber

	Time
1. Dave Edmonson(mulvi)	354
2. Jack O'Leary (mulvi)	324
3. Aaron Petersen (mulvi)	259
4. Gary Oakins (mulvi)	187

Bob Woodhouse will be awarding prizes for the Silent Meet at the Sept 2 club meeting, not for individual events, but for accumulated point total points for all of the events. Places will go down to 5th place. As you can see there was a 3 way tie for 3rd, so they split the 3rd, 4th, and 5th prizes. He awarded points based on last place getting 1 point, and progressing to first place based on the number of entrants. The table below shows how this works based on the Silent Meet results.

Place	Entrant	TLG	Gas	Embryo	P-30	Rubber	HLG/ CLG	Point Total
1	Edmonson	1	2		1	3	2	9
2	Watkins		1	2	2			5
3	Gustafson	3						3
3	S. Oakins	2					1	3
3	Dona						3	3
6	O'Leary					2		2
6	A Petersen			1		1		2

Remaining MMAC Contests for 2011

Friday, September 2, Bloomington Armory, Phantom Flash, two events:
Mass l aunch, and best 3 of 6
Jack O'Leary, event director, Bob Woodhouse Rules!

Sunday, September 11 "Fall Mini Model" North Branch

Dave Edmonson CD (612-220-5239)

Events: #1. Embryo #2. P-30 #3. PeeWee 30 #4. ¼ Nos Gas/.020 Rep #5. HLG/CLG # 6. SAM OT Rubber #7. Gas event 8. Towline Glider

Sunday, Oktober 9 "Oktoberflug" North Branch

Dave Braun CD (715-792-5353)

Events: #1. Gas #2. Large Rubber #3. P-30 #4. HLG/CLG #5. Embryo 6. Towline Glider

"Swept V" CLG

Design and article by Dave Edmonson

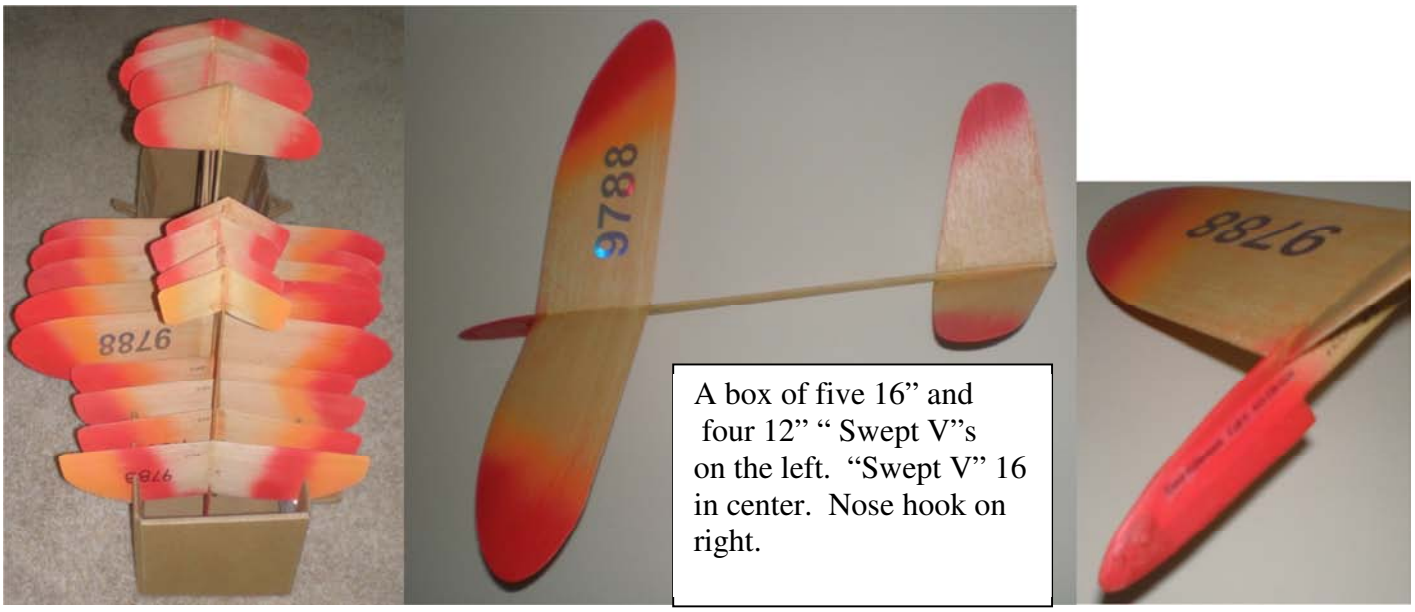
The "Swept V" was developed from the need to get everything possible out of the 18" loop of ¼" rubber allowed for the launcher. I built a number of "V" tail gliders using 3 and 4 panel wings, and built one simple one with "V" dihedral and stab. It proved to be one of my most reliable flying CLGs, and it lasted through 2 seasons being lucky enough to avoid getting sucked up in a flyaway thermal. It had too small of a stab, and I thought that it would be more consistent with a little more stab area. I built 10 more with larger stabs and dubbed it the "Swept V" . I also built it in 2 sizes, 16" and 12" span. I use the 16" for competition because it is easier to see and find, but the little 12" one probably performs better and can be used in Lee Hines "Beat the Vartanian" events. You may want to build the 12" first to see if you like the design, less material required.

The design nests, so multiple models can be stacked for easy transport and retrieval. When test flying, I frequently launch 3 in succession, and then retrieve. The wing on the 16" is made from 3/16" thick by 4" wide by 48" long, which yields 3 wings. The model has very few parts and builds quickly. I use medium CA for all of the joints. I carve out the nose and insert lead for ballast, and then cover it over with ½ ounce glass cloth adhered with thin CA. Make sure that when you CA the stab to the fuselage that you tilt it for glide circle. I use two coats of clear Deft satin spray to seal the models, available from Ace Hardware, and use floral spray to add some high visibility colors to the nose, wing, and stab tips.

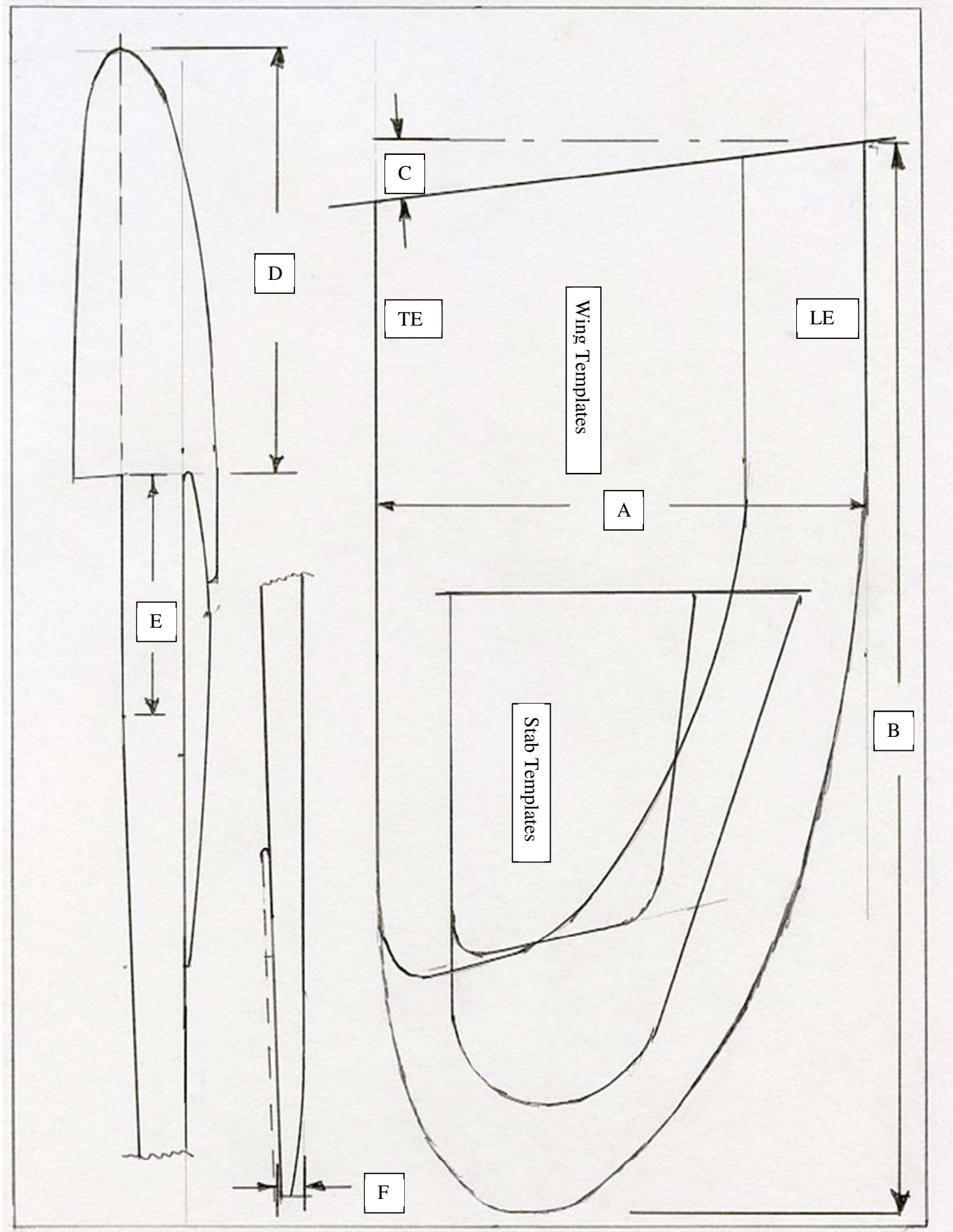
The fuselage is made from 1/8 x ½ spruce, so you don't need to send away for any fancy and expensive carbon tube. It also does not feature a pop-up DT, so it makes for some very exciting flights. At the last contest, I launched and watched it climb to 600 feet, and then after 4 minutes it appeared to be descending. When it got down to 100 feet, I was getting lined up to catch it. But it decided to go back up, and after 15 minutes went out of sight straight over the launch point with binoculars on it. You would not get this thrill if it DTd after 2 minutes!

One of the strong features of this design is the consistent high altitude launch. Being able to get the maximum stretch out of the 18" rubber loop, gives maximum launch speed. Plus I think that the swept wing design also flexes on launch decreasing incidence like some of the flapper designs. The lighter wood used on the wing seems to exhibit this more. Typically I trim these models and note at which launch attitude they do the best pattern for altitude. The range is from 75 to 90 degrees from horizontal (nearly vertical), with a little bank to the right for a right handed model. The model should transition from 180 to 270 degrees of the launch direction.

Trim is first by locating the CG properly, 2.30 inches back of the leading edge for the 16". Next test glide by a swift hand glide. If it dives, the incidence is wrong, and you need to look at the wing and stab tips to see if they need some straightening. You only have 4 flying surfaces to work with. The V tail has a strong influence on turn and glide attitude, and the wing tips are great for minor adjustments. I frequently get the trim close with stab warp, and then add a little under-



A box of five 16" and four 12" " Swept V"s on the left. "Swept V" 16 in center. Nose hook on right.


C
D
TE
Wing Templates
LE
A
E
Stab Templates
B
F

Version/ Dimension	*A*	*B*	*C*	*D*	*E*	*F*	*Wing*	*Stab*	*Fuse.*	*CG, back from LE*
"Swept V 16"	*4.0"*	*8.75"*	*7 degrees*	*3.5"*	*2.3"*	*.25"*	*3/16x4 balsa*	*1/16 balsa*	*1/8x1/2x18.0 spruce*	*2.30"*
"Swept V 12"	*3.0"*	*6.75"*	*7 degrees*	*3.0"*	*3.0"*	*.15"*	*1/8x3 balsa*	*1/20 balsa*	*1/8x1/4x14.0 spruce*	*1.80"*

camber warp into the appropriate wing tip to fine tune the adjustment. Typical flying weight is from 8/10 to 1 ounce for the 16", and .45 to .50 for the 12". If you build this model, I hope you get the same enjoyment that I have!

Construction Notes: Copy plans so that dimensions A & B are correct. Use spare plans for templates. The top of the fuselage is straight from front to rear. The bottom of the fuselage tapers up from dimension E to the trailing edge of the stab. The stab pattern shows the front at the dihedral joint coming to a point. Radius this off and make sure there are no sharp edges after joining to the fuselage. Dihedral is measured from one wing pinned down to the workbench, the other tip raised to the following dimensions:

16": wing dihedral 4.75" , Stab dihedral measure between tips: 6.50"

12": wing dihedral 3.0" Stab dihedral measure between tips: 4.50"

Use your favorite airfoil for the wing. I use a symmetrical airfoil for the stab. Lay the wing pattern out so that the sweep is cut out after shaping the wing, cut out the triangle with a razor blade after shaping and sanding. Shape the wing with a "David Plane" available from A2Z, sand to smooth shape with medium sand paper, and then with some fine sandpaper. Sand between coats of Deft finish.



Typical launch grip. Fuselage rests between thumb and index finger underneath wing. Thumb and index finger retain the rubber at the attachment point. Make sure you put your name and telephone number on your model. Occasionally you get called when one is found. It is always interesting to find out where the model landed on one of those contest winning fly-away flights.

The "V" tail design keeps the stab from being knocked off during the launch. No special tail grips are needed, and these would reduce the amount of rubber stretch. Holding the rubber at the attachment point like this gives maximum stretch and launch velocity.