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Minneapolis Modeler

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75th MMAC Anniversary Edition

Monthly Meetings:

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 meetings start at 11:30AM***

Upcoming 2012/2013 Events:

Friday November 30: First indoor session at the Bloomington Armory

Friday December 7, Monthly meeting at the EAA. Christmas Party after business.

Friday January 4, Monthly meeting at the EAA.

Friday January 11: Indoor session at the Bloomington Armory

Friday February 1, Monthly meeting at the EAA.

Friday, February 15 Indoor session at the Bloomington Armory

Friday March 1, Monthly meeting at the EAA.

February, next club newsletter

OAKIE'S ORACLES

Happy Thanksgiving and Merry Christmas.

After the business meeting on Dec 7 we'll have a Christmas party at the EAA building. Bring something to share with our fellow members. It can be sweets, finger food, snacks, or whatever. We'll have coffee, pop, and adult beverages. BYOB. We'll show some DVDs, tell lies, etc. A good time is guaranteed!

Tom Battey, Dave Edmonson, and yours truly, thank all for electing us for 2013. It is an honor to serve the club. A special thanks to Dave for the work he does on the newsletter. Well done, Dave.

Twenty one Atta boys to Don Messerly. He faithfully calls everyone each month to remind them of the upcoming meetings. His phone calls have kept the attendance high.

The 75th anniversary party at the Big Ten was truly a success. The food and beer were good. The fellowship was outstanding. Thanks to all who attended. The Pres. apologizes for not including the ladies when he said grace. He has received many negaboys for his oversight. Thanks to all who helped with the party.

Jack O'Leary did a bang –up job on the T-shirts. The art work was perfect. Thanks Jack.

The indoor season begins Nov. 30. Your attendance will be appreciated. Bring that new Phantom Flash.

Thermals; Gary

2012 Club high point scores:

The following point totals are complete for 2012. November indoor points towards 2013.
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.

2012 Club Points		
2012 Points	L-NAME	F-NAME
99.5	Edmonson	Dave
61	Ringlien	Andy
43.5	Watkins	John
19	Oakins	Gary
18	Ringlien	Jeff
16	Dona	Gordon
16	Ringlien	Hannah
15.5	Jagerson	Jerry
15	Thomas	Greg
10.5	Gustafson	Tom
10	Berggren	Don
9	Oakins	Steve
7	Petersen	Aaron
6	Ringlien	Larson
4	Peterson	Garry
4	O'Leary	Jack
3	Jorgenson	Jim
2	Woodhouse	Bob
1.5	Messerly	Don
1.5	Spehn	Don

Mini-Model and Oktoberflug Contests:

The Mini-Model weather was ideal and the thermals were quite small until later in the afternoon. Both contests were poorly attended, but as usual, we had a good time. At the Mini-Model contest, Andy Ringlien posted outstanding times and came out first in the point totals. He also had one of the most unusual finishes in CLG. At 4PM he put up a flight that went out of sight to the north, a max, I could see it for about 4 minutes. On the next flight he put up another max and it headed to the east. On his retrieval, he finds the first model that disappeared to the north next to where he was walking. The winds were very thermal driven, and frequently we could see corn chafe flying in big spirals. So he flies model #1, and makes his third max, but I think he lost it for good??

Meeting Minutes

Per Dave: September 7, 2012
21 members present at meeting,

The meeting began at 12. Symposium due in October. Woodhouse purchased $700 in prizes at the NATS.

Banquet discussion about food, etc. Jack O'Leary made up artwork for 75th anniversary shirts. Club decided to purchase 50 shirts in several sizes.

Guests included Corky Wald, and David Green.

Jack O'Leary to work out some indoor sessions for Nov thru April with a long session for the final April date.

Don Messerly looking for names to add to telephone call list. Don Berggren became club librarian and is in charge of all of the club's NFFS Symposiums.

John Lorbiecki and our district VP were invited to our 75th banquet. Noted that Lee Carver passed away. Jim Ladwig has 3 kits for the club donated by Corky Wald. Should send a note to Carol Carver for gift of kits to the club.

Corky Wald also has a stash of free flight plans, and would be happy to distribute. Call him at 651-459-2005.

Show and Tell: Aaron Petersen showed an Earl Stahl design TaylorCraft, 1942 design. It has about 25 flights already, and mentioned the biggest expense was a $10 sheet of decals. Dan Murphy showed a Bleriot model purchased in 1998. Tom Gustafson showed us another of his fine tip launch gliders based on the "Round About" design. Weighs 80 grams with locating transmitter. The locating transmitter purchased off the internet from "Loc8tor". Gary Fessler brought in some kits for club prizes, thanks Gary. Dave Kruse brought in a CLG.

Per Dave: October 5, 2012, 21 members present at meeting.

Treasurer gave report, club is still well solvent. Gary Oakins will order club hats when he gets details nailed down. Bob Woodhouse working on 75th anniversary article….supposedly. To be sent to AMA and NFFS for release.

Indoor schedule was finalized by Jack O the dates as follows: November 30, 2012, Jan. 11, 2013, Febr. 15, March 22, and April 26. The club still has 10 of the Phantom Flash kits available (if Tom Battey will bring them into the indoor sessions or club meeting??).

Woodhouse had nothing new for the prize committee report.

Banquet details finalized with Gary Oakins to MC. 1988 DVD of club flying events was made available to club members for $10. 10 copies were made available, and may be purchased at club events if Tom Battey brings them. Hank Liljequist brought in some materials for the club librarian, thanks Hank.

Don Berggren showed a Miss World's Fair model, weighing 38 grams, and uses 2 loops of 1/8" rubber. Features a plug in landing gear. Aaron brought in another Earl Stahl design called "Interstate Cadet". 74 grams without motor. Slightly enlarged the stab. Uses 2 loops

of 3/16 rubber and a Pacific Ace prop. Flies L/L and has washout in right tip.

Per Dave: November 2, 2012, 21 members present at meeting.

Gary handed out copies of a proposed 2013 outdoor schedule to be discussed at the January meeting. The NATS dates have been shifted to July this year, July 8-12. Turned out that the AMA had some other event to host during the first week in August, so moved things around. But not so bad of a deal since the crops will not be so difficult for off field flights.

District VP Tim Jeski sent the club a plaque commemorating the club's 75th anniversary, and it was much appreciated. Gary sent Dick Bloomquist a club shirt, and Dick gave the club a nice donation.

Everyone (to our knowledge) enjoyed the 75th banquet, and thought the food, fellowship, and program was outstanding.

The kids Science Olympiad competition is a catapult glider event this year. So we will feature a junior CLG event at our indoor sessions. The indoor schedule and events to be judged will be:

November 30: Phantom Flash, Junior CLG, and No-Cal.

January 11, 2013: Phantom Flash, Junior CLG, Bostonian (14gram), and Peanut Scale.

February 15: Phantom Flash, Mini-Stick, Butterfly, and Junior CLG

March 22: Phantom Flash, Bostonian, Peanut Scale, and Junior CLG,

April 26: Final big contest: Phantom Flash, Bostonian, Peanut Scale, No-Cal, and Junior and open CLG,

It costs the club $50 per session, so there is a probable $5 per person site fee, but entry for Juniors is "FREE".

Don Berggren is looking for donations for the club library including NFFS Symposiums and other items. Please return all borrowed items the following month. If you need something from the library, please contact Don prior to the meeting at 651-459-6140. He can't bring everything to the meeting, so call if you need something.

Discussion about appreciation gifts to the North Branch site owners, Gary Oakins handling.

Dues for 2013 are due, please pay at the next club meeting or send to Tom Battey at 1260 Hall Avenue, West St. Paul, MN, 55118.

An election of officers was discussed with current officers agreeing to continue their duties with no dissenting opinions.

Noted that Hank Liljequist had some heart surgery, hope everything is going well for Hank! Bill Roush doing well.

Prize for Oktoberflug handed out by Bob Woodhouse. Mel Roy won the raffle along with someone else.

Dave Gulso brought in a kit purchased from E-Bay.

The next meeting in December will be a Christmas party featuring another video and pot-luck, so bring something to share!

October 7 , 2012 Oktoberflug

CD: Gary Oakins

Gas Power	class		
Entrant		Total Time	Place
Dave Edmonson	A NOS	103	1
Dave Edmonson	1/4 nos	33	

Towline Glider	class				
Entrant		#1	#2	Total	Place
Dave Edmonson	Class.	105	120	225	1
Tom Gustafson	Class.	120	54	174	2

P-30		
Entrant	Total	Place
Andy Ringlien	103	1

HLG					
Entrant	#1	#2	#3	Total	Place
Andy Ringlien	71	105	38	214	1
Dave Edmonson	59	19	29	107	2

CLG					
Entrant	#1	#2	#3	Total	Place
Dave Edmonson	85	120	59	264	1
Andy Ringlien	58	51	38	147	2

Embryo		
Entrant	Total	Place
Jeff Ringlien	100	1

September 9, 2012:* *Mini-Model

CD: Dave Edmonson

Sam OT Rubber					
Entrant	#1	#2	#3	Total	Place
Andy Ringlien	120	120	120	360	1
Aaron Petersen	98	105	120	323	2
Dave Edmonson	105	78	120	303	3

P-30					
Entrant	#1	#2	#3	Total	Place
Andy Ringlien	120	120	120	360	1
Tom Gustafson	120	97	120	337	2
Dave Edmonson	120	109	68	297	3

Embryo	Bonus					
Entrant		#1	#2	#3	Total	Place
Don Berggren	6	81	120	62	269	1
Andy Ringlien	0	27	120	120	267	2
Jeff Ringlien	4	6	120	46	176	3
Dave Edmonson	0	61	9		70	4

Gas Power	Class					
Entrant		#1	#2	#3	Total	Place
Gary Oakins	B gas	91	120	120	331	1
Dave Edmonson	A nos	74	120	43	237	2
Don Messerly	½A classic	43			43	3
Don Spehn	½A classic	43			43	3
Gary Oakins	½A classic	83				
Dave Edmonson	Early 1/2A	43				

CLG					
Entrant	#1	#2	#3	Total	Place
Andy Ringlien	120	120	120	360	1
Dave Edmonson	120	90	84	294	2
Jerry Jagerson	51	58	52	161	3

HLG					
Entrant	#1	#2	#3	Total	Place
Andy Ringlien	44	120	120	284	1
Dave Edmonson	92	47	63	202	2
Tom Gustafson	40	26	38	105	3
Jeff Ringlien	2	7		9	4

1/4A Nos Power		
Entrant	Total	Place
Dave Edmonson	100	1

Indoor "Butterfly" models: I can still get the Butterfly for approximately $15, ready to go from the box, put on the prop, wind the motor, and it is flying. Please let me know at the December club meeting or call me with the number that you would like to purchase. We had a bunch of fun flying these models a few years ago, and it performs better than the Phantom Flash. It is scheduled as an event at the February 15th, 2013 contest. Makes a good Christmas present for the grandkids also.

Dave Edmonson, 612-220-5239

A few notes about the Minneapolis Model Aero Club over the past 75 years. By Dave Edmonson

"Please note: Any inaccuracies in the following are due to ignorance, lack of records, or failing memory. Any untrue statements will be retracted or corrected if necessary."

According to club lore, the first meeting was held in 1937. Two of the attendees that were at our 75th anniversary party, Harry Garrish and Bob Griffiths, remember some of the early days. Harry attended the second club meeting, and Bob joined sometime around 1940. The club was incorporated in 1947, and we still have a copy of the original articles of incorporation.
Some of the early club members included John Pond, Johnny Cleveland, and Harry Garrish. It appears from the club WWII flag, there were 36 members who participated in WWII, some of them giving their lives.

The following is from an interview with Bob Griffiths who served as the club treasurer in 1943. He started his modeling interest at the age of 6, 1932, after having his tonsils removed as was customary in that period. The editor can remember that procedure as late as 1950 when his were yanked out. Bob's parents presented him with a simple model kit of an Italian airliner which involved carving the model from several non-shaped blocks of balsa. Needless to say, it never got completed because he was not allowed to use cutting tools other than a scissors. Bob lived just south of Lake Harriet, and there was a variety store a few blocks away. He purchased some stick kits from this store along with some kites when he had some spending money, and could make it past the nearby burger shop. In 1936 he was taking the street car to some contests and came in contact with other modelers who could take him out to 82nd and Nicollet where the free flight field was or take him over to the U of M field house for some indoor flying. One of his first power models was a Buccaneer 48 and some of the first engines were an Atwood Phantom, Forster 29, and an Ohlsson 23. In 1943, he had his picture taken at one of the contests, and an article appeared in the Mpls. Star and Tribune holding a Zipper with the Forster 29 in it. He still has the wing for the Zipper One of his earlier models was a club designed pylon model which he lost after getting it trimmed. He joined the club sometime around 1940, and remembers most of the club members were under 25 years old. They had contests about twice a year, some of them at the St. Cloud airport next to the river. Contests were manned by WWI veterans and VFW personnel who did the timing and score keeping. Two of the older members who Bob ran into were Johnny Cleveland and Harry Garrish.

Bob remembers that within the club there was a sub-group called the "Thermal Sniffers" who had decals made up and consisted of Jim Nelson, Wes Franzine, Bob Sampsel, and Bud Butcher. Some of the early problems with the models were a tendency for the power models to spiral in under power with the 30 second engine runs. Engines were of the ignition type, and if you could afford it, shut off with an Austin pneumatic timer.

During the close of WWII, club activities were very minimal because most of the guys were serving. One of the other stories that Bob tells is riding his bike out to Wold Chamberlain with a quart size Mason jar to purchase a dope refill for 50 cents. Those were the days when dope was OK.

After WWII, he took an absence from the club until about 1964 when his two boys were getting to the age to build and fly models. Bob and his boys, David and Bobby, were mentored by Hugh Langevin, and David accompanied me to a FAI finals contest in Kenosha Wisconsin, Bong Air base, where we slept in a tent just off the field.

Bob has been active in indoor flying activities over the years, and once beat his other mentor Jorge Triana in Bostonian. Jorge did not mentor him after that for some reason. Bob has also been active in model RC sailplane flying over the years and also light full scale aircraft where he has 800 hours of flight time. His current modeling activities are flying slow flying RC models at a nearby park, or at one of the MMAC indoor sessions. He is also going to rebuild that Bostonian from prior years.

I, Dave Edmonson, joined the MMAC sometime in 1955. I lived close to where Southdale Mall is now, and that was the main flying field for most of the modelers in the Twin Cities. Models were flying over my house frequently, and eventually I found the source. The models that interested me the most were the RC models, but typically they were big and expensive and out of the range of my budget. They were also the radio "UN"controlled models that flew most frequently over my house. I can remember watching the frequency of launches involving big shouts of "oh S" and the guys getting into the car for the chase. I ran into some free flight model fliers, a couple were Tim Johnson and Gary Westland, who would pick me up for the drive to the Minneapolis Court House, with the meetings held in the Mayor's chambers. It sounds like the meetings were held there from the early days until about 1959 when we were being refused the Mayors chambers.

Most of the contests from 1955 to 1957 were held in Fridley, just west of the radio tower on highway 10. I can remember the sandy field that would get sand in your engine, sand burrs in your socks, and by the end of the day, your ankles were chewed up. The contest schedule in that period had an annual PAA-Load contest sponsored by Pan AM airlines. The prizes ranged from wrist watches to travel alarms and other good stuff. The MMAC contests frequently had engines as prizes, and K&B greenheads were appreciated by the contestants. The club did not have a newsletter until 1959, but just prior to that, Walt Billett, who owned a hobby shop, sent out a small newsletter called "Lets Go". At the age of almost 90, Walt loaded up his trailer at the Hobbycraft House on 62nd and Lyndale to haul the club members models to the 1956 Nationals. I remember the story of Walt falling asleep on the journey, and the trailer went into the ditch. Luckily, the models were not damaged. Clyde White sent a batch of big power models to the 1956 NATS to be proxy flown by Mark Jones, the club president at that time. Mark proceeded to bust up all of the models in a weeks time. I suppose Clyde could have gone and done at least that good!

Some of the flying sites that the club used from 1955 to 1965 were Fridley, Monticello, Blaine sod farm, Hastings, Stanton, and the Southport airport that was in Apple Valley. From 65 to 69 most of the contests were at Hastings.

Sid Jepson was the club president in 1958 to 1960, and he talked Dell Marchant and Rod Durkee into doing the Minneapolis Modeler Newsletter. Also initiated by Sid was the annual "high point" trophy. Under Sid's leadership, the club became very involved in the FAI team program. Ray Lagermier had been on the team around 1955, and did very well at the World Championships. 1959 was the first year that the AMA tried to change everyone's thinking into the FAI weight rule requirements. A 1/2A model that only needed to weigh 5 ounces prior, then needed to weigh almost 9 ounces. And for bigger models like a .23 size, they needed to weigh almost 40 ounces. So designs such as the ½ A Satellite and Viking utilized 320 square inches and more to avoid gliding like a brick. Then in 1962 or so, with a lot of complaint from modelers, the rules were changed back to 100 ounces per cubic inch. So there were several models kitted that were again obsolete. I was quite active in the FAI program from 1958 to 1969, but built all classes of models as time permitted. Hugh was my mentor in the A-2 class, and Sid for FAI power.

The club remained quite active in the FAI classes through 1976 when Larry Stockstad agreed to host the team trials for that year. Hugh had been on the A-2 team frequently, and was an inspiration to the glider fliers in the club with his beautifully designed and constructed "Osprey" design. However, the 1976 team trial was a disaster after two of our MMAC members died in a plane crash, Pete Simonson and Darold Nilson. They were helping modelers to find lost models in the corn. So attendees were haunted by the fiery crash taking two members. I don't

think the FAI program survived locally after that incident.

Like most members, I had several long absences from club activities. From 1971 to 1986 and from 1988 to 1992, and 1994 to 2001 I was absent due to a variety of reasons. But I never lost interest, and always kept my models safely stored for future reactivation. I have been totally active since 2001 after Tim Johnson kept after me to return. He might have regretted it later, but I thank Tim for getting me back into free flight competition.

So now I will add the memories of two other former club members, Rick Pangell, and my brother Doug Edmonson. Please send the editor any additional stories that you would like printed.

Memories of the MMAC…my early years in free flight.

Rick Pangell from Richfield, Minnesota now living in Littleton, Colorado.

I had always been fascinated with airplanes. My mother said I would take two pieces of wood and pretend one was a wing and the other a body and play airplane all day long.

Memories of being at my grandmother's house, where down the street there was this sundries store that had those small, boxed kits of Mustangs, Hellcats and Thunderbolts with only of 5 pieces of wood, some glue and a small square of sandpaper in them. I could go get one for a mere nickel, carve them with a pocket knife using the included templates and keep busy all day. Of course the results looked nothing like the picture on the box.

Richfield didn't have a whole lot of access to hobby shops or model airplanes early on except at some point a variety store opened up on Penn Avenue south of 66th street…that's where I saw my first "real" airplane kit…Revel, I think. The owner of the store had only one arm. I think he lost the other in the war, I remember it wasn't an out of the ordinary thing. Later, there was Hub Hobby and Ring's I could get to.

OK…I built just about every model the Variety Store on Penn could stock. Luckily they had those Monogram "Spee-Dee Bilt" kits and I built every one of them I could afford. Then, somewhere in the 4th or 6th grade, reading an Air Trails magazine, there was a comic that had a FF model in it…I was fascinated but didn't know what and where to find one. Many Scientific control liners later I had my first touch of reality.

We lived just south of a large cemetery on 72nd street and Sheridan avenue. Somewhere about the late 50's I was standing outside the house and this HUGE, well huge for me, airplane came gliding along and landed right on 72nd street about a hundred yards away. A guy came out of his house a street or so over, picked it up and put it in his garage. Soon after this black sedan came driving down the street, stopped and asked me if I had seen it. I told him what I saw and pointed out the house. They got their model back and the guy in the car came over to me and gave me a quarter.

I asked where they came from and he told me…the "Bee Field" which is now Southdale. I jumped on the old Schwinn and rode over there. To my excitement, there were a whole lot of airplane flyers. One of the men said they were from the Minneapolis Model Airplane Club although there were FF'rs, control line flyers and others there. One guy actually gave me a broken wing which I took home and attempted to fix…with masking tape of course.

Then, I needed to look up this club, or at least find it. To my surprise, reading a Model Airplane News, I saw a picture of Dave Edmonson in it…the HIAA champ from Richfield! I was talking to my folks and my sister just interrupted and said, "Oh yeah, I go to school with him." PAYDIRT!

I looked in the phone book and found the Edmonson's number and called. I asked if I could come over and see his "airplane" and he did invite me over. He only lived about 6 blocks away!

Then it was a meeting at the old North Central Airline'sTraining Center at Wold Chamberlain field by the Navy base and I was hooked for good. Then on to stop at the 5-8 Club on Cedar. I'm glad it's still there!

The one thing that stuck in my mind was how helpful all the guys in the club were to me as an inexperienced kid.

The guys who I remembered most were Dave Edmonson, Russ Scheidler, Hugh Langvin, Bud Cornelius and Tommy Thompson (who told me he used house paint on his models).

Dave was my mentor those early years. He would let me into his basement shop and I would watch how he covered with tissue. The one I remember most is his covering an under cambered Inch Worm, which he placed with at the Dallas NATs.

It seemed that one needed a towline glider, a 1/2A gas and a hand launch to really be complete. Dave lent me his Inchworm plans and templates and that was my first scratch built model. Dave mentioned to me that I actually beat him.."once" in towline. I wish I could remember that…! I wonder what model it was? Plus, he had this 16" hand launch glider design I built too. I must have built that design for 20 years…it really flew well.

I had built Blazers and some other low performance kits, but the special one was a Taibi Starduster with a Holland Hornet. I didn't have a clue how to trim it, but Dave took me under his wing and we went out and trimmed that model to fly really well. It wasn't long afterward that I got my first lesson in lighting a DT fuse.

One Saturday I was flying it in the empty part of the cemetery by the house and it got lift…it started drifting in circles above the treetops heading north.

I got on my bike and started riding up north sort of under it on Sheridan, Russell, Queen and eventually onto Penn avenue…following it. I started about 72nd street and I crossed 66th, still heading north. Russ Scheidler's house was on about 63rd and I saw him outside and yelled. He flagged me to come over and we got into his Ford station wagon and drove slowly up Penn. The model was in sight the whole time. Long story short…it finally came to rest inside the fence around the Honeywell plant…was that off of Highway 12? Incredible flight. Russ was an extremely kind person for doing that.

The last time I saw the Starduster, I learned my "not to be my last lesson in lighting the fuse"…it was heading toward Bush lake from the "Bee field." Here in Colorado you learn to light your fuse…a model can go for a looong ways without one! Ask Dave about flyaways here.

This was all before I had my driver's license and Russ picked me up and gave me a ride to a lot of contests. Brown's farm, Stanton, and other places. Russ would always tell me to bring a fishing pole along, in case it was too windy to fly. He was a heavy influence on me with all of his help.

Hugh Langevin was another. Hugh was the "primo" guy that I looked at with awe when it came to the quality of his models and the level of competition he flew. He basically taught me everything I knew about towline gliders and flying them. He "built," or should I say modified my Tatone DT timer for auto start when the towline released. I still have that timer today….it's in my special spot for my best saved memories. Plus, Hugh would let me come over to his house and watch him build his models. I was driving then and he only lived a mile or so from me. Model airplanes were a slam dunk when I wanted to borrow the family car…all I had to say was I am going flying or over to Hugh's and there were no questions asked.

Hugh also designed the "Risair" for what I thought was the younger flyers in the club. Turns out it was a great flyer. Hugh's response is he could never get it to fly like he wanted but everyone else could!

I did take a hiatus from modeling while in college, Aero Engineering at the "U." My first job out of school was with LTV in Dallas, Texas working on the F8 Crusader, the A7 and the Boeing 747 structures design. I looked up and joined the Cliff Cloud Climber's and I flew that Risair with great success winning a lot of contests.

Times move on and I eventually moved with them to Denver, Colorado but always kept track of the MMAC crowd. I became pretty active in FF again shortly after moving here in the late 69, I joined up with the Martin Model Masters, now the Magnificent Mountain Men FF Club of Colorado. I've done the newsletter for well over 30 years now and got reacquainted with Dave Edmonson too. He's the "Iron Man" of FF in my mind. We have one like that

here…Don DeLoach…build and fly everything you can get your hands on.

Many midwest flyers were in the club here that knew the MMAC club and it's members too. Herb Kothe and Larry Conover come to mind…they would come up to me and ask "didn't you fly with the Minneapolis bunch?" How they knew that was beyond me, I was pretty obscure, but the MMAC was my first real club!

Thanks guys and may the second 75 be just as good. Rick Pangell

From: Doug Edmonson, MMAC:

Here's some thoughts on the Modeling club:

Flying model airplanes made a strong impression on me as an adolescent. My parents vacationed in Dallas (1956) and Chicago (1958) so that my big brother, Dave, could fly in the Nationals in those two cities. By the time we attended the Los Angeles Nationals in 1959, I had caught the bug from Dave and started building my own half A, Payload and Hand Launch Gliders (HLG). My first Nationals in LA was an interesting time at age 11. I remember getting sick in the Navy barracks the first night on "S#$t on a Shingle". I remember sending my half A up on a test flight without setting the gas timer and, realizing as I let it go, screaming at it as it slowly climbed through the clouds and drifted over the Pacific Ocean. I remember two teenagers swatting my Payload out of the sky as their pickup truck went past the landing model and then I remember finding myself on the ground after they roughly threw me down while I was wildly swinging at them for damaging my plane. Yeah, lots of memories from that first Nationals.

I remember going to a meet in Anoka where they had Miss Anoka judge the best in show model. From all the beautiful radio control, rubber and larger models, she picked out my little half A as the THE BEST IN SHOW. Can you imagine the look on all of these grown men's faces and the comedy of my 17 year old brother laughing all the way home as I toted this plaque home! Yeah, those were good times for me. I remember chasing HLGs for miles in small thermals, through soy bean and corn fields, jumping up above the corn stalks to get a glimpse of the glider, cursing it to come back to me. I mean, really, I already had maxed out the flight so why did it have to stay up for 20 more minutes! Those were fun times, working with my brother to build these models as precisely as he wanted. Some being very crude versions of the plans he envisioned, but functional and flyable even when all of the struts weren't straight and the paper wasn't smooth. I learned a lot from him and we had a chance to bond like most brothers 6 years apart would never have had.

The distance of college for Dave and sports (for me) put flying meets on hold for a while. I remember coming out for a HLG contest in high school after being away from the contests for a few years. Having pitched in summer baseball, I launched some Max flights to actually beat my big brother for the first time. It was my last flying contest. I used my new found endurance from chasing HLGs to launch a running and cross country skiing career that included a state high school championship and a national class marathon time.

Yeah, I have a lot of fond memories of flying model airplanes with my big brother, Dave. It was the best gift a big brother could give a snotty nosed pre-teen. Thanks Big Bro.

Doug Edmonson

Newsletter Editors:

Dell Marcant and Rod Durkee began the publication of the Mpls. Modeler in 1959. Hugh Langevin took over the newsletter and club president in the 1963 to 1966 time frame, and then coedited with Dell for a couple of years. Dell resumed after that with a short break by Tony Saunderson who did a few issues in 1977. Tony did a really nice job on the couple of issues that he published, but then was transferred out of state, and Dell took over again. Dell continued until late 1994 when he retired and moved to Nevada. We owe a lot of appreciation to Dell, because the newsletter was the glue that kept the club going through all of those years. Dave Braun took over from 1994 to 1997 and then passed the torch to Joe Huettl. Joe persevered for 4 years even though he lived in Wisconsin. Jack O' Leary took over in 2001 and continued until 2005 publishing 6 issues per year. When Jack had enough, he initiated a nation-wide search, and with a lot of arm

twisting, I had to keep it from going under. So I agreed to publish 4 issues per year. Jack is quite an artist, and in my opinion, got burnt out on making each issue a work of art with cartoons, construction articles, and nice layout. With me you get what you get, so unless anyone wants to step up, that is all that you will get! I have to say that even with my usual minimal newsletters, it takes about 4 whole days out of the year to compose, print, and mail it out. I hate to think about how many days it took out of Jack's year. Some comments about going modern like emailing have merit, but many are not on line with email, or infrequently so, and the mail is more reliable with a hard copy. For those who want an electronic copy, they can download it from the National Free Flight Society, as all of my issues can be found there also:
http://www.freeflight.org/Community/ClubNewsletters/index.htm
So as a final note, thank you Dell Marchant for your long labor at the editor's desk!!

Club Presidents:

I have not seen any records prior to 1959 newsletters, so will start in 1955 when Mark Jones was president. About 1957, Sid Jepson moved to Mpls and took over when Mark got too involved in his sign business. Sid continued until 1960 when he moved to Iowa. Russ Sheidler, a real character, served one year, 1961. Rod Durkee managed a year also, 1962. Hugh Langevin ran the club, and did most of the work from 1963 through 1965. Hugh is also one of the early club members starting at the age of 12 in 1941. Ralph Kirk served in 1966, and Bob Walker took over in 1967. How the club made it through the years 1968 and 1969 is hard to fathom, because Don Monson was president in 68, and Dave Edmonson in 1969. I went back to college in the summer of 1969 pretty much deserting the club, and they chose John Evert to pick up the pieces for 1970. Larry Stockstad was the chief in 1971 and 1972. Bob Hilgeman served from 1973 to 1974. In 1975, Willard Anderson took the reins, and handed them back to Larry Stockstad in 1976. Jack O' Leary served in 1977. I seem to be missing back issues of the Mpls. Modeler from 1978 to 1982 so don't know who got the nomination during those years. 1983 Don Spehn was pres, and 1984 Bob Oppegard. Dave Braun served in 1985. In 1987 and 88, Don Spehn was back. 1990, saw our current president Gary Oakins taking over the gavel for the first time and held onto it until 1994 when Don Spehn returned. Don turned it over to Jack O"Leary again for 1995. Gary took another shot at it in 1996, and then turned it over to Tim Johnson in 1997. 1998 and 99 saw leadership from Denny Sussman. Gary came back in 2000 and kept control until 2004 when he turned it over to Gary Fessler for 2 years. Gary Oakins presided again 2007 thru 2009 and John Watkins served from 2010 to 2011. Gary Oakins has held the gavel again in 2012, and will keep it for 2013.

Some notes about the good old days!

In the late 1950s the hobby business was pretty good, and the local hobby shops got together to put on a Saturday morning show for TV that featured hobby topics. It lasted for a couple of years. The national hobby organization sponsored a youth program which featured sending the winning youth to the NATS for several years, 1958 through maybe 1961. Gary Westland won the award and got free airline trips to the NATS in 1958 at Chicago, and 1959 in California. I won in 1960, and flew for the first time on an airliner to Dallas Texas.
The clubs 50th anniversary was celebrated at the Burches restaurant in Hopkins on October 31, 1987. The 60th was held on October 10, 1997 at the Lemon Tree restaurant in Bloomington. I can still remember Sid Jepson attending and pronouncing that he was still a lean, mean, sex machine!
In the late 60s and early 70s the club put on a Little Internats contest for FAI events only, that drew contestants from the surrounding states, and several from the Chicago area frequently attended. During the 90s, the club focused on a Mini-FAI contest that featured flying several AMA events in rounds. This continued until about 2007 when we turned it into an easy going picnic contest. The Mini-FAI contest was always followed by the picnic, and it was a fun event. It was probably dropped after I won all of the events, and after retrieving all of my models, found that they had made me some special "blackened hot dogs". The picnic contests are still a good time, and let's keep them going.