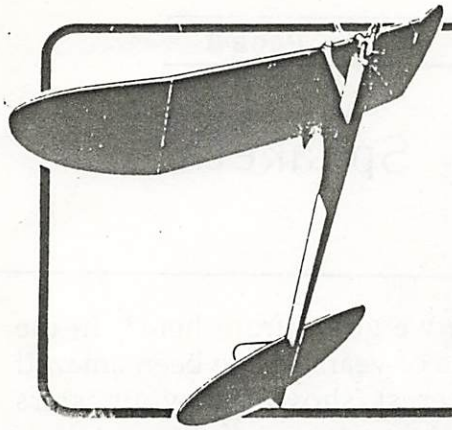


MINNEAPOLIS MODELER

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Secretary.....	Don Berggren	459-6140
Treasurer.....	Gary Fessler	422-0593
Editor.....	Dell Marchant	473-5971

Number 236 **January - February 1994**



M.M.A.C. MONTHLY MEETINGS

JANUARY 7 — MONTHLY MEETING at the Donaldson Co., 1400 West 94th Street, Bloomington, at 7:30 PM.

FEBRUARY 4 — The ANNUAL AUCTION at this meeting. A short business meeting at 7:30 PM, sharp. Auction starts no later than 8:00 PM. Bring something, buy something.

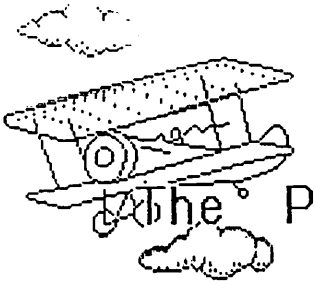
CONTESTS at Mpls Jr. Acadamy, 3500 Williston Rd., Minnetonka.

January 9, 1994	**Gary Oakins C.D.**		**429-3150**
Peanut Scale	Walnut Scale	No-Cal Scale	Bostonian
Penny Plane	Easy B	Catapult Glider	Junior Rubber (J)
Hand-Launch Glider (J) (S/O)			

February 13, 1994	**Hank Liljequist C.D.**		**545-8178**
Peanut Scale	Walnut Scale	Bostonian	Penny Plane
Easy B	Parlor Mite	Phantom Flash	Junior Rubber (J)
Hand-Launch Glider (J) (S/O)			

OUTDOOR WINTER MEET, Feb. 27, 1994. Site to be announced.

MALL SHOW, March 11, 12, 13, at Apache Plaza.



The Prez Says or Spehn Speaketh:

They're baaack - - like your worst nightmare from Elm Street I'm back to try and lead or control this group. After four years of iron-fisted rule the ex-president has decided to abdicate. This was an apparent knee jerk response to a conversation about "getting a rope" he overheard at a recent meeting. As bad luck usually follows me around I was white - balloted to again "assume the position."

No sooner did the ex vacate the throne when he started whining about still having to do all the work. He was informed that good executives and managers delegate all responsibilities and duties thereby giving him more time to act important and enjoy the perks of the organization. The problem here is I forgot to negotiate the perks.

Seriously, many, many thanks to Gary Oakins for the time and efforts he willingly gave to the club during his years as president. This also goes for Aaron Peterson who served ably as secretary and who contributes great articles to our newsletter. Please, please keep up the articles, Aaron. As long as we are passing out kudos, Del Marchant deserves all our thanks for editing and producing our newsletter year after year. Thanks also to everyone who served on committees or contributed to the club. I hear it from others and agree, we have one of the best, if not the best, model club in the country.

Where are we going from here? In the past couple of years I have been amazed at the interest shown by youngsters who participate in the modeling programs put on by schools, etc., and are assisted by club members such as Aaron Peterson, Tim Johnson, Harry Garish, Hank Liljequist, Don Patterson and others. Recently the junior high school where my wife works had a couple of students express an interest in model aviation to a teacher. The teacher held a meeting to see if others might be interested and eighteen kids showed up. More amazing! Other activities such as social groups, Scouts, mall shows, etc. also generate interest. What happens to these kids? Where do they go? I don't see them at club meetings and most of them I do not ever see again after the initial program or contact is over. While we have made great efforts, and I really believe we are doing a good job to generate interest and get youngsters started in our hobby, the question is what do we do after that? Obviously something more is needed to keep the spark alive. None of us wants to be the last generation of free flighters. Maybe we need to have some type of program at a national level like there used to be with the Plymouth meets and newspaper or airline sponsored programs and contests. As we look at the "me first," "fragmented family" and declining value system in our society today, perhaps the time is right to again make a push toward our business community to establish and support programs to keep kids interested in a wonderful hobby they can enjoy the rest of their lives. It's food for thought anyway - whaddaya think? Maybe we could get some response from other clubs if they are

thinking along the same lines. One alone cannot accomplish much, but together great things are possible. (I heard that somewhere once.)

Hey, guys - - at the last meeting I proposed a swap sheet or classified ad section be added to our newsletter. I volunteered to put it together if you contacted me or sent a note telling what modeling goody you may want to trade or sell. I'm still waiting. Maybe if I start with some items you won't be so bashful.

Well, by the time you read this, Santa should have left you the optimum kit and a 38,000 rpm Snarly Special to haul it up. What are you waiting for, get busy, it's the building season around these parts.

Happy New Year!!

Don Spehn
President, M.M.A.C.

****

Sales, Swaps, and Stuff:

Trade: Indoor model supply kits:
Zippy Sport - peanut
Alco Sport - peanut
Aeronica K - walnut
Any or all for whatever you have that might interest me.
Don Spehn - 561-6508

Meeting Minutes: 5 Nov 93 Place: Donaldson Co.

Time: 7:53 p.m. Present: Numerous Taxpayers & Capitalists

Correspondence: The Secretary made available a widely distributed AMA rebuttal of John Worth's recent comments. Some members agreed to try to make sense of it all and possibly report back when sober.
Old Business: Herman Fessler is making 3 trophies -- one for overall annual (1993) high points, one for indoor annual (1992-93) high points, and one for outdoor annual (1993) high points. (The big "traveling" overall annual high points trophy is already in the hands of the 1993 winner and will be passed on in 1994 to....well, let's wait and see.)
New Business: The membership voted 1994 AMA and MMAC memberships for Wendell Carroll, the "faculty contact" at our Adopted School, the St. Paul Open School. Harry Gerrish reported that negotiations are nearly complete with the Metropolitan Sports Facilities Commission to allow us to continue bringing student groups to the Metrodome for flying sessions. The membership voiced deep appreciation to Harry for his efforts along these lines. The 1993 Christmas Party is set for Dec. 11 at Mr. Oakins's hangar. Invitations to follow. Mr. White volunteered to bring the beano. * Election: In a landslide: Don Spehn is our new President, Don Berggren our new Secretary. Spehn promised to put a stop to that "giant sucking sound" that appears on contest days to carry our models south of the border, and Berggren vowed to clean the Secretary office up "from top to bottom," a task long overdue. We wish them a happy honeymoon and will make a review in about 10 months.
Note: Denny Sussman reported that the now-famous much-ballyhooed 1994 Winter Contest is set for the last Sunday in February. Four events: Hand Launch Glider, Catapult Glider, Open Power, Open Rubber. $1 entry fee, Turkey Shoot-type rules. Site as yet not firmly determined.
Show and Tell: Mike Spiess displayed a new Sparrowhawk P-30 built from a kit. 42 grams. Silly Putty D/T, Mylar stab covering. Looks quite

menacing. Jim Ladwig showed us another slightly wrecked wing, this one covered with the new Lite-Span, a heat-shrink plastic covering that looks very much like doped Japanese tissue. Interesting alternative.

*Mr. White did not attend the Christmas Party, but the recently ousted Secretary supplied the beano, along with a tin of prime Indonesian escargots -- much to the delight of the recently ousted Chief Executive Officer. "Tears of joy he but shed upon his wourthy brew..."

Meeting Minutes Dec 3 1993

Place: Donaldson Co.

Time: 8:17 p.m.

Present: 16 members

Treasure's Report: Rumor of Christmas vacation plans being uncovered.

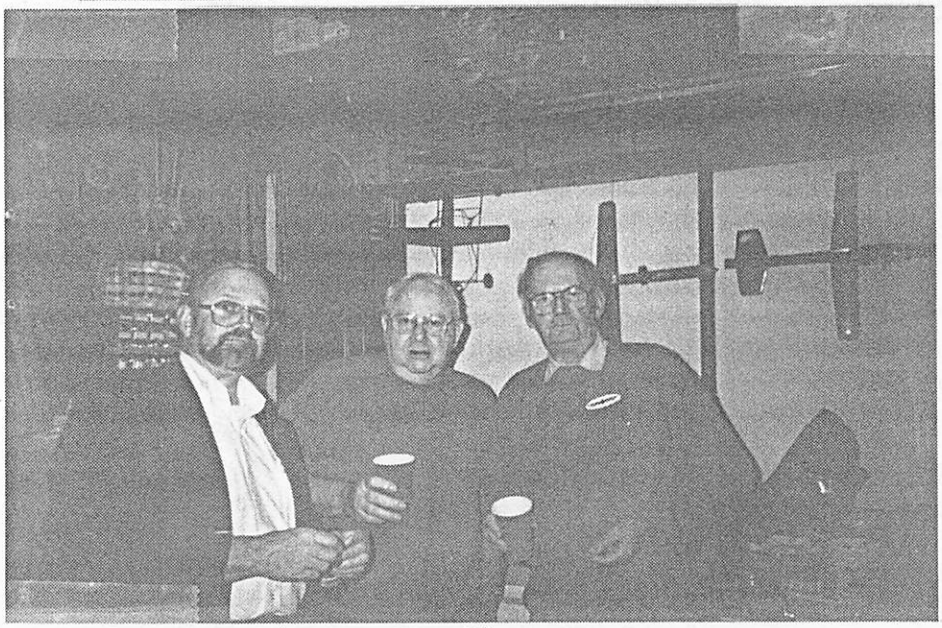
Correspondence: Aaron Petersen read a letter from Don Benfield, who indicates that MAAC is still alive and a mall show is planned for March 11, 12, 13, 1994 at Apache Plaza. MAAC are looking for new members to help with new direction, give Don a call.

Old Business: Gary Oakins, the ex president reminded everyone of the Christmas Party at his home, and wondered what size container the beverage should be in. Bring food Dec 11th. Thanks to Gary Oakins and Terry Taylor for removing the bridges, we came up three short. Something to do this spring. It was decided that the club purchase a gift certificate at the Season's Restaurant for Loren Hentges.

New Business: Aaron Petersen and Gary Oakins attended the Boy Scout Jamboree and sold many of the starbird kits. The scouts expressed an interest and wanted us to attend a Jamboree, to be held June 4th at Camp Ripley. The President asked for a show of hands to attend, looks like we will be well represented. Jack O'Leary raised the point of safety on the field, especially redefining the flight line with flags. Time is limited at Auctions, so after discussing several sites it was determined that the February Auction will be held at Donaldson's starting at 7:30 P.M., lets help the Treasurer out. The President asked about a swap sheet section in our newsletter, send all ads to Don Spehn. Hi point trophy made by Herman Fessler will be presented at the Christmas Party. Enough material remains for next years awards.

Meeting adjourned at 9:16 (now try to type this)

Show and Tell: Mike Speiss displayed a new Bostonian "Mean Machine". Weighs 14 grams and has a plastic covering found in candy stores. Jack O'Leary showed plans that Greg Thomas is producing on computer.



MOE, CURLEY, AND LARRY
AT THE CHRISTMAS PARTY

ODDMENTS (What Else?) by Aaron Petersen

Quote: "The will to win is not nearly as important as the will to prepare to win." -- anonymous famous basketball coach.

We now fly our indoor contests at a site that has a (mostly) flat ceiling. At Burnsville my best Bostonian time was 88.7 sec. At the new barn I got 90.5 sec. last time out. The model just bounces merrily off the ceiling, and everything is Jake. How does this happen? The propeller strikes the ceiling, stops just for an instant. The rubber keeps exerting torque, and the reaction tends to turn the model to the left, to the inside of the circle, thus maintaining a more or less constant turn. (That is, if you are flying left to begin with. Right-turners, I predict, will head for the nearest wall sooner or later.) By the way, if you aren't putting upwards of 2,500 turns into your Bostonian motor, the good time will not be got, lads.

Some time ago I passed on a graph that showed what a more or less "ideal" structural weight should be for a sport or scale model of any given wing area. Further desultory research has produced another formula (which produces a similar graph):

Rubber Power (of course!)

$$W_E = .043 A\sqrt{A}$$

OR

$$W_E = \frac{A\sqrt{A}}{23}$$

W_E = empty weight in grams

A = Wing area in square inches

Such an "ideal" model should give a performance in the range of 90 sec. or more in still air, provided you are using a nearly correct rubber/prop combination. (A BIG provision, and another subject altogether.)

BUILD A SIMPLE STICK/R.O.G. MODEL TODAY! ENJOY!!

I designed a Bostonian with lots of dihedral, so much that when it hit the ceiling the outside wingtip touched first -- in fact, the prop never touched at all. Result: a sudden rightward deflection, then another on the next ceiling strike. The third headed the model into the wall. Very instructive. I stomped the thing and moved on. (We love our models, but if a Turkey shows up it is Dance-of-Death time.)

INDOOR CONTEST RESULTS DEC, 5, 1993

EASY B (4)

1.	Bob Oppegard	5:58
2.	Jorge Triana	3:58
3.	Hank Liljequist	1:57

PENNY PLANE (3)

1.	Jorge Triana	4:57
2.	Bob Oppegard	2:45
3.	Aaron Petersen	1:56

PARLOR MITES (6)

1.	Jorge Triana	4:55
2.	Dave Braun	4:08
3.	Don Berggren	1:55
4.	Aaron Petersen	1:18
5.	Mike Spiess	:40

PHANTOM FLASH (8)

1.	Aaron Petersen	116.1
2.	Dave Braun	100.9
3.	Pete Owen	88.4
4.	Jack O'Leary	82.8
5.	Jim Anderson	77.5

BOSTONIAN (11)

1.	Aaron Petersen	90.5
2.	Don Spehn	81.5
3.	Pete Owen	77.2
4.	Dave Braun	67.0
5.	Hank Liljequist	56.7
6.	Jorge Triana	55.8
7.	Jack O'Leary	55.1
8.	Gary Oakins	44.7
9.	Jim Anderson	43.7
10.	Terry Taylor	39.5
11.	Mike Spiess	35.3

HLG (5)

1.	Gary Crawford	54.4
2.	Dave Braun	48.4
3.	Don Spehn	41.0
4.	Dale Mendenhall	27.6
5.	Jack Hanson	12.4

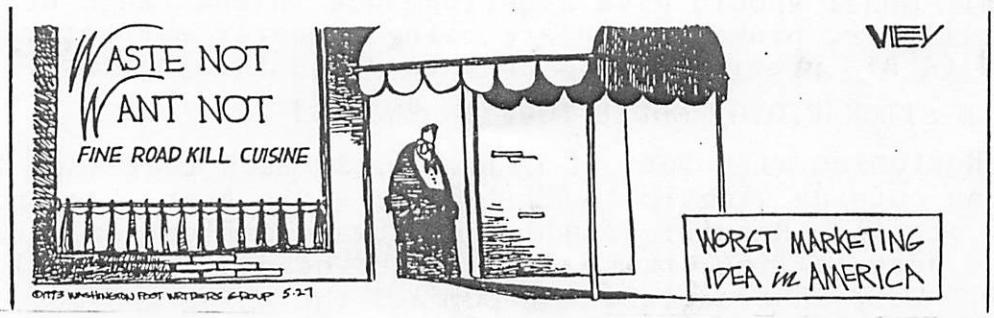
JUNIOR RUBBER (2)

1.	Erick Sears	3:24
2.	Jack Hanson	:41

PEANUT SCALE (7)		SCALE	FLIGHT	TOTAL
1,	Aaron Petersen	54	56.7	110.7
2.	Hank Liljequist	53	46.5	99.5
3.	Don Berggren	55	43.2	98.2
4.	Jorge Triana	50	45.8	95.8
5.	Jim Anderson	52	36.0	88.0
	Gary Oakins	50	DNF	
	Terry Taylor	32	DNF	

WALNUT SCALE (7)				
1.	Jorge Triana	57	61.3	118.3
2.	Jim Anderson	59	45.9	104.9
3.	Hank Liljequist	53	40.8	93.8
4.	Aaron Petersen	58	25.3	83.3
5.	Don Spehn	45	34.2	79.2
6.	Dave Braun	48	27.5	70.5
	Jim Anderson	53	DNF	

High Points to Aaron Petersen 33.

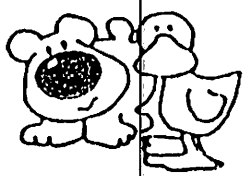


From the BRAINBUSTER Newsletter.

LIGHTWEIGHT FOAM WHEELS by Jim Kaman

I don't know who I stole this from but I seem to remember old-timer gassie wheels made from sponge rubber balls clamped between two hardwood discs. Anyway...select the foam sheet which is close to the wheel tread or thickness you want. Now cut a plywood (1/16") disc which is the wheel diameter desired. Drill a hole for the dowel axel before you cut out the disc. Harden this template which will be used to make each wheel of this size you need. CYA glue on the edge of the disc will do the job.

Cut squares of foam, one for each wheel, slightly larger than the template, place the template over the foam and press it tightly to the cutting board. With a sharp knife or razor, cut all around the disc. Keeping the template on the foam, take a brass punch (a sharpened brass tube of the right size will do. Mount it in a hardwood block as a handle.), and punch out the axel hole in the foam.



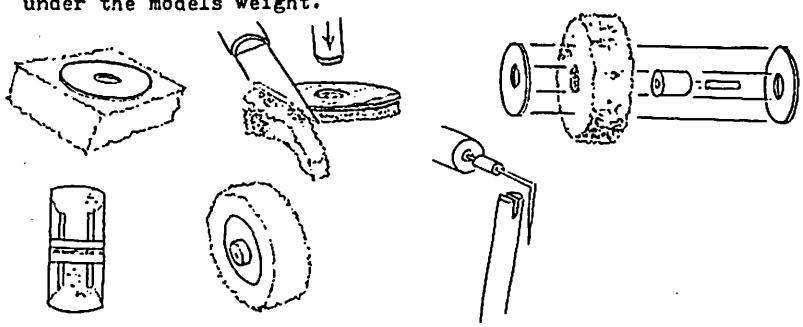
Cut two wheel discs to the right size, drilling the axel holes before cutting the rim. Cut a length of dowel of the proper diameter to the needed length. The sponge must be compressed somewhat to look right and resist slipping on the hub. This can be regulated by cutting the axel shorter than the thickness of the wheel or by pushing the two wheel discs closer together on the axel.

Drill bearing holes through each axel with a drill press and insert a length of metal tubing into each axel. Set them with CYA taking care not to clog the passage in the bearing tube. (The bearing hole is tricky and is done by drilling a hole in a scrap block to hold the axel while you drill. Use a drill press.)

Assemble the sponge on the axel and slip the two hubs on either side. When the hubs are in position on the axel, CYA them in place.

The sharp edge on the foam wheel can be rounded by careful trimming with manicure scissors. If the sponge is the wrong color paint them with acrylics before assembly. The foam texture is a drawback for exact scale fans. This can be overcome by dipping in liquid rubber or plastic with a weight penalty resulting. Of course, this must be done before assembly, too.

These wheels are light, shock-absorbing and even deflect realistically under the models weight.



Purdue Scientists Discover New Element

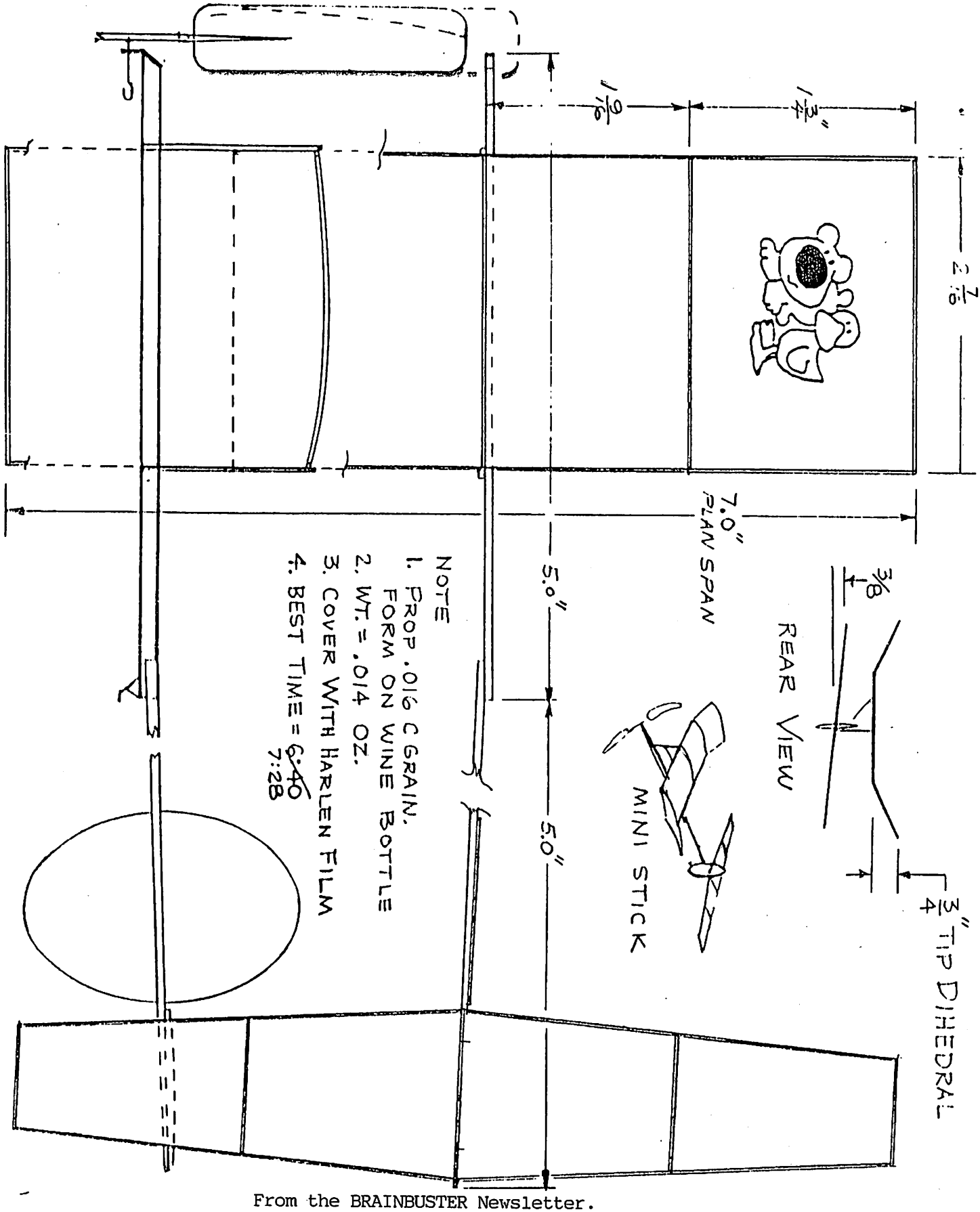
author unknown

The heaviest element known to science was recently discovered by Prudue University scientists. The element, tentatively named Administratium, has no protons or electrons and thus has an atomic mass of 312. These 312 particles are held together by a force that involves the continuous exchange of meson-like particles called morons.

Since it has no electrons, Administratium is inert. However, it can be detected chemically as it impedes every reaction it comes in contact with. According to the discoverers, a minute amount of Administratium caused one reaction to take over four days to complete when it would have normally occurred in less than one second. Administratium has a normal half-life of approximately three years, at which time it does not actually decay but instead undergoes a reorganization in which some assistant neutrons, vice-neutrons and assistant vice-neutrons exchange places. Some studies have shown that the atomic mass actually increases after each reorganization.

Research at other laboratories indicates that Administratium occurs naturally in the atmosphere. It tends to concentrate at certain points such as government agencies, large corporations and universities and can usually be found in the newest, best appointed and best maintained buildings.

Scientists point out that Administratium is known to be toxic at any level of concentration and can easily destroy any productive reaction where it is allowed to accumulate. Attempts are being made to determine how Administratium can be controlled to prevent irreversible damage, but results to date are not promising.



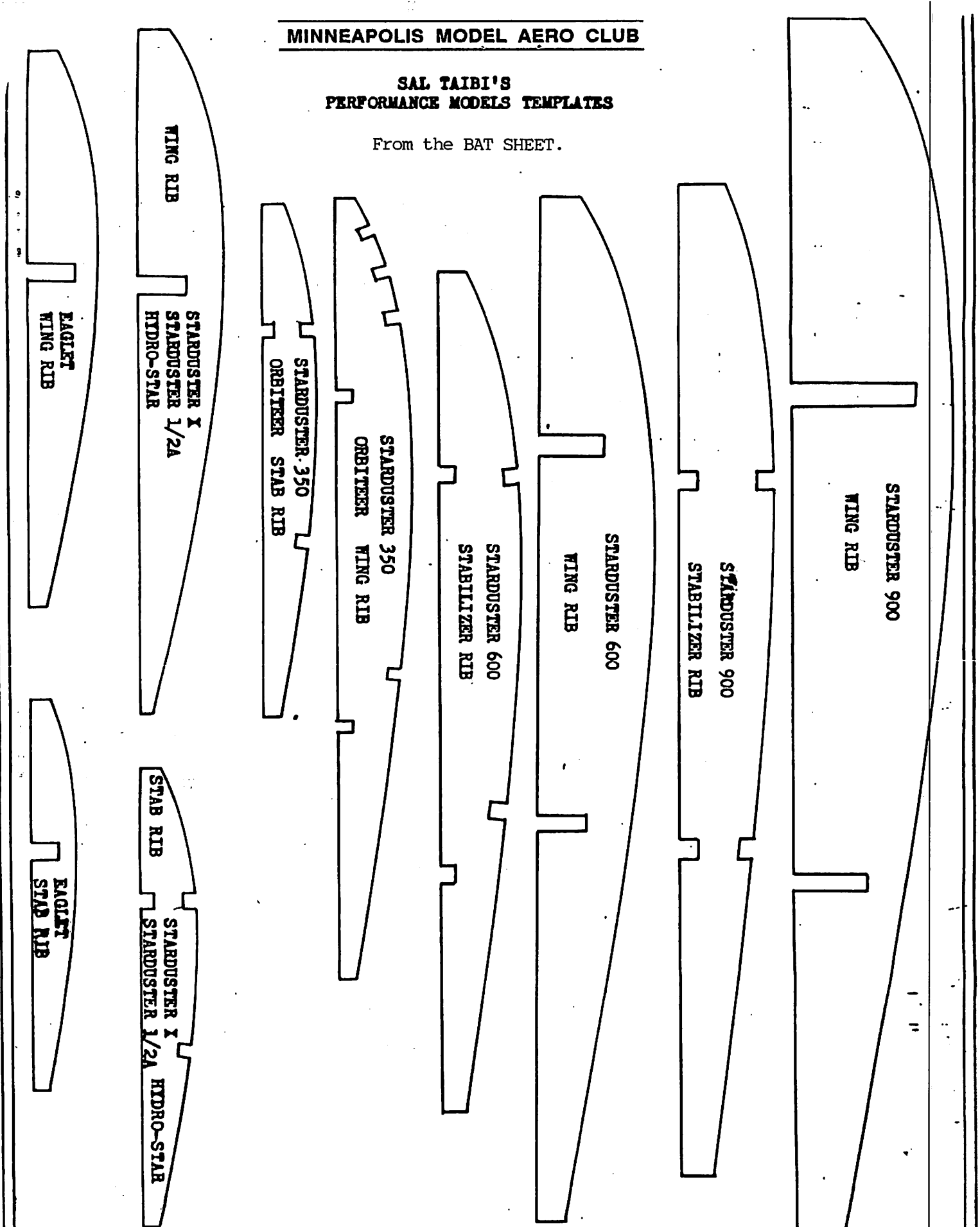
MICRON - MINI STICK

By Tom Vallee

From the BRAINBUSTER Newsletter.

SAL TAIBI'S
PERFORMANCE MODELS TEMPLATES

From the BAT SHEET.



From the BAT SHEET.

The following are Clive Wienker's comments on Aaron Petersen's Enhanced Version of the Island Flyer that appeared in last month's BAT SHEET:

I am quite pleased that Aaron Petersen of the Minneapolis Model Aero Club, an obviously serious and knowledgeable freeflight modeler, took the time to so carefully and thoroughly explain the flight enhancing modifications that he built into his personal Island Flyer in order to maximize duration. He made some very kind remarks about the Flyer which, in all truth, I have now heard from modelers all over the country.

I am sure that Aaron offers these suggested changes particularly for similarly experienced advanced modelers that can understand and achieve the somewhat precise and exacting structural, dimensional and angular changes outlined. He also would, I am certain suggest that a novice stick to the stock design which has proven to be very reliable. Local craftsman modeler Jim Woods registered 1 min. 55 secs. in the Kibbie Dome with his beautiful yellow stock Island Flyer, and at the recent Quiet Riot contest in Redmond, WA, I witnessed 3 brand new Flyers, all in natural balance, go off smoothly on their first test flights. One was Charlotte Davis' ultimate contest winner. Another was a teenage boy's--of modest craftsmanship--that had him jumping with elation as he watched it take to the air nicely on its first test flight. He later told me that he had almost given up on modeling after building two Guillow kits that (pardon the quote) "didn't fly worth crap!"

I don't like to hear a young fellow express himself quite that way, but I sure could "hear what he was saying" and I wish he could magically stand in the aisle of every hobby shop in the nation and lead beginners to the decent building-and-flying kits put out by the small companies that are usually headed by honest, concerned and devoted free flighters. We would get and keep a lot of new young freeflighters that way. Each of us can do our part in bringing this about.

Again I thank Aaron Petersen for sharing his "enhancement tips" and when, in Fall '94, I drive back to the yearly reunion of my B-24 squadron in Rockford, Illinois, I hope I can have the pleasure of meeting Aaron and his Minneapolis buddies. By that time they should be able to give me a flight demonstration of hordes of both stock and "Petersenized" Island Flyers! --with Best Regards, Clive

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