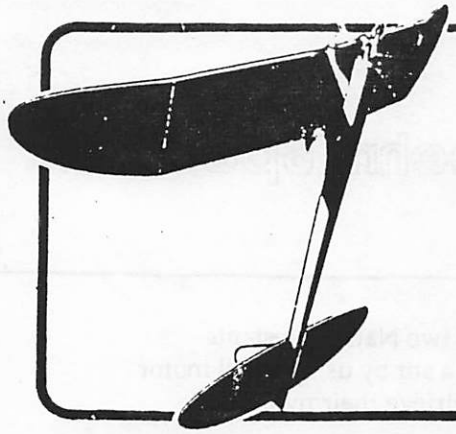


MINNEAPOLIS MODELER

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Secretary.....	Don Berggren	459-6140
Treasurer.....	Gary Fessler	422-0593
Editor.....	Dave Braun	457-2264

Number 237 **March - April 1994**

FUTURE CONTESTS

SITE: Minneapolis Jr. Academy

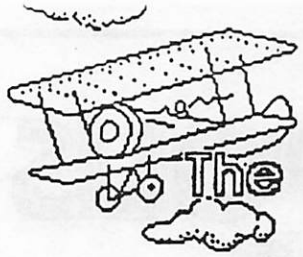
3500 Williston Road, Minnetonka MN.

March 20, 1994	**Don Monson C.D.**		**457-2321**
Peanut Scale	Walnut Scale	No-Cal Scale	Bostonian
Penny Plane	Easy B	Mini Stick	Junior Rubber (J)
Hand-Launch Glider (J) (S/O)			
April 17, 1994	**Dale Mendenhall C.D.**		**535-2976**
Peanut Scale	Walnut Scale	No-Cal Scale	Bostonian
Penny Plane	Easy B	Catapult Glider	Junior Rubber (J)
Hand-Launch Glider (J) (S/O)			

COMING EVENTS

MMAC Monthly Meetings **are held the first Friday of each month at the Donaldson Co., 1400 W. 94th St., Bloomington at 7:30 PM. Be there or be square!**

Apache Plaza Mall Show **March 11, 12, & 13**
Elbow room will again be at a premium at the Free Flight booth as the public lines up three-deep and clamors for Starbirds, parlor mites, and the meaning of life.



The Prez Says or Spehn Speaketh:

I've had it. I'm sick of clearing snow from the driveway, I'm sick of seeing -20 degrees on the thermometer, I'm sick of being sick and having the doctors say it's a virus.

I've got cabin fever and every day ask myself why we live here and put up with it. There are no good answers. It looks like we will have to wear snowshoes to fly on Medicine Lake at our winter contest. As comedian Yuri Smirnoff says, "*What a country.*"

Received some feedback on my first column regarding getting and keeping youngsters in our hobby and club. Great, this is what we want, to get dialogue going and ideas presented. This is how problems get solved. From opinions received there is no question that time, traditions, and things in general are a lot different than when most of us got started. Now we have to figure out how to deal with these changes and make our hobby more appealing and something youngsters want to stay involved with. It's a real hard sell.

Let's talk: The prez has been reading Dave Thornberg's "*Do You Speak Model Airplane*," a book on the history of model aviation in America. Lots of nostalgia for those that have some grey in their beards (most free flighters today). Anyhoo, so far I have come across some items that might be of interest to you. Did you know that the first so called Nats were held in 1927. The trophieswere donated by a magazine "*Popular Aviation.*" This magazine had a model section conducted by one Bertram Pond. Mr. Pond had a hobby shop in Peru, Indiana, and was a compressed air motor fanatic. He also won the Mulvihill trophy in 1925. In 1936 he proxy flew a model for a New Zealand modeler and won the Moffett trophy. I believe this is the same Bert Pond who was president of M.M.A.C. in the late 30's (1937?), and who came all the way from Massachusetts to celebrate our 50th anniversary a few years ago. Bert is still a compressed air fanatic and is active in the modeling scene.

In 1938 two Nats contestants created quite a stir by using small motor scooters to retrieve their models.

By 1941 the Nats were drawing 1300 contestants. Sal Taibi won C gas. He's still winning. 1941 was also the year U-control (ugly word) was first seen and demonstrated by Jim Walker. RC (more ugly word) had already been established and was introduced at the 1936 Nats.

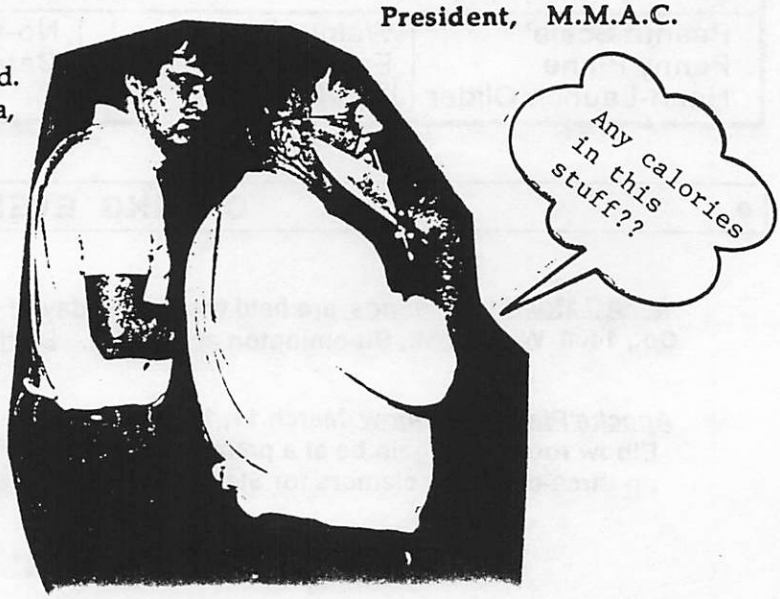
God, I just realized this kind of sounds like a 7th grade book report. Well, it interested me and if it interests you, there's more good stuff in this book I can share in the future.

Our club auction was again successful. Thanks to all of you for your contributions. There were more kits donated than I've ever seen at previous auctions. This is a major fund raiser for us and you all came through!

Don't forget the mall show in March. If you haven't taken part in the past, do so this year. It is fun and a chance for us to show off and talk smart other than at club meetings . . . and to a fresh audience!

Until next time, keep hoping the snow will melt.

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



Meeting Minutes January 7, 1994

Place: Donaldson Co.

Time: 8:05 p.m.

Present: 20 members who endured the cold

Treasure's Report: Gave one, no mention of funds, dues due.

Correspondence: Received Christmas cards from the Piston Poppers, Bert Pond, Ed Reilly and Harry Murphy. Flyer from Tri-Valley R/C club for their swap meet Feb 5 at the Majestic in Cottage Grove. Aaron read over a letter and questionaire from Don Benfield.

Old Business: A hearty thank you to Gary Oakins, for a great Christmas party a his house. Jack O'Leary has March 20th cleared for us to use the Academy gym, it was changed due to the Apache mall show. Auction for the Febuary meeting will start at 7:30 p.m. More discussion on the Boy Scout Jamboree June 3-5. A show of hands as to how many would be interested in going to Camp Ripley. Gary Oakins had been over to see Loren Hentges to give him the gift certificate, card and care package. By all indications we are set for another outdoor season. Well, we started out planning for two Saints games but finally agreed on one for July 15th for 30 tickets.

New Business Don Spehn presented a proposal initiated by Jim Ludwig for the Electric flight event that there would be two classes, Oldtimer and Open. Battery paks were also considered, a motion was made by Aaron Peterson that you could use any motor but the battery pak must be 3 cell 110mah seconded by Jim Ludwig. Jim Ludwig mentioned that clubs could be listed with the Metro Twin Cities Libraries.

The outdoor schedule was approved. Dates and events are similar to last years: May 22, June 11-12, July 17, Aug 7, Sept 11, Oct 9, and Oct 30. Motion made by Aaron Petersen and seconded to add in MMAC scale for 2 contests June 12th and Aug 7th. No change to contest starting time and entry fee. Rules to be published for MMAC scale. Discussion led to accepting hand lauching Pee Wee 30 instead of ROG. Feb 27th outdoor fun fly on Medicine Lake. Our April meeting moved to April 8th. Motion made to end this meeting at 9:15.

Show and Tell Herman Fessler showed us Gollywock #3 all up weight 93 grams. Don Spehn's Stinson 105 walnut weighed in at 21 1/2 grams good wood from Easy Built kit, covering was finally a sucess. Jim Ludwig showed patching a wing with Lite Span.

Meeting Minutes Feb 4 1994

Place: Donaldson Co.

Time: 7:40 p.m.

Present: 30 members waiting for the auction gavel to fall

Treasure's Report: Auction, kick loose the bucks guys.

Correspondence: Note from Barry Taylor, that the Canadian Nats will be held July 8th thru the 17th. Letter from Harry Gerrish that everything looks good for indoor flying at the dome. TCRC swap meet March 19th at the Cottage Grove Majestic Ballroom.
Old Business: Mall show at Apache is on for March 11,12&13th. We will have a VCR (Jorge Triana) and tapes (Jack O'Leary). Medicine Lake fun fly Feb 27th features: open power, open rubber, hand launch, catapult glider.
New Business: If you are interested in a 5 day bus tour to Oshkosh and Wright Patterson May 25th - 29th, contact Harry Gerrish. Harry, also mentioned that the insurance program is complete to fly in the dome, so give Harry your name and you will be put on a mailing list. Dave Braun announced that he is taking over the editorship of the newletter. Dave could use some material for the newsletter. A special thanks to Dell Marchant for his years dedication to a high quality newletter THANK YOU DELL!!!! Meeting adjourned at 8:05.
Auction Norm "The Gavel" Janzen did a tremendous job as auctioneer.

Regional Contest Calendar

Dates	*Location*	*Meet*
May 22	Blaine, MN	MMAC
June 2-5	Johnson City, TN	USIC
July 5-9	Muncie, IN	USOC
July 11-12	Blaine, MN	MMAC
July 8-17	Brandon, MAN.	Can. NATS*
July 17	Blaine, MN	MMAC
July 16-24	Lubbock, TX	AMA NATS

*** For Canadian Nats Info. Contact:**

Barrie Taylor
378 Harcourt St.
Winnipeg, Man.
R3J3M7
(204) 889-4737

Indoor Contest Results - Jan. 9, 1994

Catapult Glider (7)

1.	Gary Crawford	36.0
2.	Dave Braun	34.2
3.	Dell Marchant	31.0
4.	Terry Taylor	27.8
5.	Don Spehn	24.2
6.	J.W. Hanson	14.5
7.	Jack Hanson	5.0

No-Cal Scale (7)

1.	Aaron Petersen	126.5
2.	Dave Braun	119.7
3.	Jim Anderson	81.8
4.	Don Spehn	73.8
5.	Hank Liljequist	31.1
6.	Terry Taylor	24.2
7.	J. W. Hanson	12.0

Walnut Scale (6)

		Plane	Scale Score	Flight	Tot
1.	Aaron Petersen	Brown B-2	58	60.3	118.3
2.	Jorge Triana	Miss Gr. Rapids	57	53.6	110.6
3.	Dave Braun	Skyfarer	48	47.6	95.6
4.	Jim Anderson	Ord Hume	52	42.8	94.8
5.	Hank Liljequist	Vagabond	53	40.9	93.9
6.	Don Spehn	Stinson	50	27.4	77.4

Peanut Scale (5)

		Plane	Scale Score	Flight	Tot
1.	Aaron Petersen	Ord Hume	54	57.5	111.5
2.	Hank Liljequist	Fike	53	48.0	101.0
3.	Jorge Triana	Monocoupe	50	26.7	76.7
4.	Jim Anderson	Ord Hume	52	20.1	72.1
5.	Harold Wachtler	Jodel D-9	31	17.8	48.8

Bostonian (9)

1.	Aaron Petersen	92.6
2.	Don Spehn	87.3
3.	Pete Owen	76.4
4.	Jorge Triana	71.4
5.	Dave Braun	63.8
6.	Terry Taylor	58.5
7.	Dell Marchant	54.6
8.	Jim Anderson	52.1
9.	Hank Liljequist	35.5

HLG (5)

1.	Gary Crawford	55.7
2.	Dave Braun	48.6
3.	Don Spehn	43.4
4.	Dell Marchant	38.3
5.	Garret Crawford	38.2

Jr. Rubber (1)

1.	Jackson Hanson	17.9

EZB (3)

1.	Jorge Triana	6:29
2.	H. Liljequist	4:23
3.	A. Petersen	:30

Penny Plane (2)

1.	Jorge Triana	4:13
2.	A. Petersen	2:52

Daily High Point Award to Aaron Petersen with 37.

Indoor Contest Results - Feb. 13, 1994

Peanut Scale (5)

	Plane	*Scale*	*Flight*	*Tot*
1. Aaron Petersen	Ord-Hume	54	54.6	108.6
2. Don Berggren	Ganagobie	55	44.3	99.3
3. H. Liljequist	Fike	53	41.3	94.3
4. Jorge Triana	Monocoupe	50	38.6	84.6
5. Jim Anderson	Ord-Hume	52	32.6	84.6

Walnut Scale (6)

1. Aaron Petersen	Brown B-2	58	81.1	139.1
2. Jorge Triana	Miss Gr. Rapids	57	63.1	120.1
3. Hank Liljequist	Vagabond	53	42.6	95.6
4. Jim Anderson	Puss Moth	59	30.0	89.0
5. Dave Braun	Skyfarer	48	35.8	83.8
6. Don Spehn	PT-19	45	33.2	78.2

Phantom Flash (7)

1. Aaron Petersen	148.6
2. John O'Leary	124.9
3. Dave Braun	107.7
4. Hank Liljequist	106.3
5. Mike Spiess	97.5
6. Pete Owen	90.2
7. Jim Anderson	67.6

Parlor Mite (7)

1. Jorge Triana	5:05
2. Dave Braun	4:32
3. Don Berggren	3:16
4. A. Petersen	3:01
5. Mike Spiess	2:50
6. Pete Owen	1:30
7. Hank Liljequist	1:14

Jr. Rubber (2)

1. Cody Spiess
2. J. Lukasavitz

Penny Plane (2)

1. Jorge Triana	5:26
2. A. Petersen	2:51

Bostonian (11)

1. Aaron Petersen	92.5
2. Peter Owen	83.0
3. Jorge Triana	78.5
4. Don Spehn	66.2
5. Dave Braun	62.0
6. John O'Leary	61.0
7. J. Anderson	52.2
8. Mike Spiess	39.9
9. Hank Liljequist	30.1
10. Dell Marchant	14.6

EZB (5)

1. Jorge Triana	6:32
2. H. Liljequist	3:59
3. A. Petersen	3:02
4. P. Owen	2:30
5. J. Jorgensen	2:24

HLG (4)

1. Gary Crawford	56.7
2. Dave Braun	51.2
3. Don Spehn	44.6
4. Dell Marchant	37.0

WWII FAC No-Cal (3)

1. Dave Braun *	133
2. Mike Spiess	126
3. J. Anderson	59

* D. Braun is awarded his first FAC Kanone, thus mercifully diverting national attention away from the sordid Harding/Kerrigan affair.

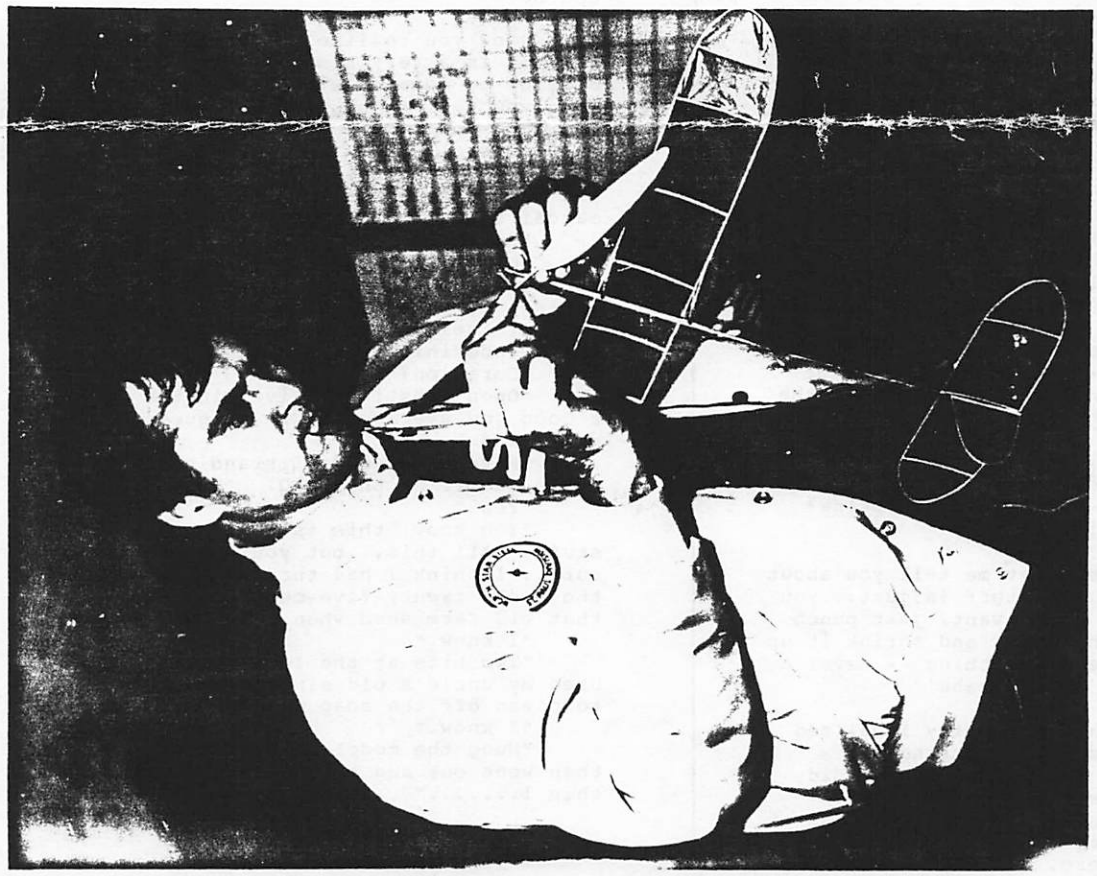
Daily High Point Award goes to Aaron Petersen with 43 pts. Nice job Aaron!

Indoor Pts.Totals '93-'94

1.	Aaron Petersen	113
2.	Jorge Triana	84
3.	Dave Braun	68
4.	Hank Liljequist	46
5.	Don Spehn	44
6.	Pete Owen	34
7.	Jim Anderson	31
8.	Gary Crawford	29
9.	John O'Leary	18
10.	Don Berggren	15
11.	Terry Taylor	12
	Dell Marchant	12
13.	Mike Spiess	11
14.	Bob Oppegard	6
15.	Gary Oakins	4
16.	Dale Mendenhall	2
17.	Garrett Crawford	1
	Jack Hanson	1
	Harold Wachtler	1

Juniors

1.	Jackson Hanson	3
	Erick Sears	3
	Cody Spiess	3



Minneapolis Modeler newsletter editor Dave *"Don't call me Chief"* Braun attempts a Vulcan mind-meld on an EZB. Photo is several years old; both EZB and much hair have since gone.

A WINTER'S TALE

by Aaron Petersen

Describing "near-death" experiences, some people report seeing bright white lights or glowing tunnels. Here's what I saw (and heard and lived through) during my latest NDE:

Ahead, under my feet, all around, a vast fairway of soft green grass. At least 50 square miles, with blue-green foothills at the far edges, pale snowcapped mountain peaks floating beyond. Deep bright blue sky, warm warm sun, and a few cumulus puffs riding a barely felt breeze of 2-3 knots.

The air seems alive, charged with a rising energy that makes me light on my feet.

In the far distance I see something coming toward me -- a vehicle? As I try to make it out, I hear above me a soft hissing sound. I feel a tingling against my skin, and then I duck as a bright red 1939 Korda Wakefield glides through my space to a three-point landing on the sward in the sun.

It glows, facing me with its single-bladed prop sleek against its nose.

The vehicle arrives. It is there without a sound, hovering above the turf. A kindly gentleman dismounts, nods to me and smiles and picks up the model.

"Best time yet!" he says. "Forty-three minutes and twenty-nine seconds!"

He lowers the Korda into a cargo bay and motions me aboard.

In the time it takes to zoom a camera lens, we are up against the wooded foothills. There is a tall pole, with an orange windsock hanging limp.

We enter a huge log building. I catch a glimpse of row upon row of scale model aircraft resting on shelves, but then we are in a room with rows of electronic hardware and strange equipment.

The kindly gentleman points. "This here is the kit machine. You can learn all about how it works later on -- plenty of time! Basically, you just punch in the name of the airplane and the size you want, and out comes the plan and the parts, every piece of wood laser-cut to an accuracy of one-thousandth of an inch. And you get the finest, I do mean the finest Canadian balsa."

"I didn't know--"

"Here it is, see? Here's a Fokker D-7, thirty-six inches. How's that for balsa? How's that for precision? Eh?"

"Did you say--"

"And the tissue! Let me tell you about this here tissue. This stuff is just...you get every color you could want, just punch it in. Put it on the model and shrink it up with water, and here's the thing -- never a wrinkle. No warps! Flat stabs!"

"How--"

"Omnidirectional, optimally localized stretch. Stabilized force damping all across. No grain. You'll see how we did it -- plenty of time!"

"That really is--"

"You get your model done, you bring it over here to this here, see..." He opens a glass door on what seems to be a giant wall oven. "...set her down here, you lock the door and punch this button, see?"

"Yeah?"

"Two minutes later, take her out, and now she weighs twenty-three per cent of what she did when you put her in!"

"Twenty-three per cent?"

"We'll get it lower yet. This is one complex gizmo! First started out, we only got around fifty per cent or so."

"How does--"

"Molecular reconfiguration, plus some highfalutin anti-grav stuff and all. Plus--now she's not only that much lighter, she's maybe twice as strong as she was before!"

"How--"

"Mystery! Unexplained side-effect."

We enter another large room, a workshop. "Hey!" I say. "Herman's!"

"Yes, yes. That's right. It's the Fessler Model 92. Pretty much the standard around here now."

We pass through a short blue hallway and enter a large translucent glowing sphere. On the central glass platform ahead of us sits a full-size SPAD XIII in brand new factory mint condition.

"Wow!"

"This is our mapping chamber. We roll the plane in here, see, and we've got over a thousand lenses all around, and the machine produces a perfectly accurate set of drawings. In any size or any degree of detail you want. Plus a lot else, of course. Sooner or later every viable aircraft ever built flies in to the field, and we roll 'em in here."

"Who flies them in?"

"Various guys. We fly 'em, too, of course."

"We do?"

"Now you realize, with the drawings and all, it is a very simple matter for the machine to come up with any size of a model plan you want. And all the parts are designed for best performance."

"Propellers?"

"Perfect props. Carve 'em yourself if you want, of course. You always have the manual option -- always."

"Rubber?"

"Oh, yes! Five times the energy storage capacity you're used to. Dry self-lubing. Virtually unbreakable. Will not fray or fatigue. One motor for one model. Lasts indefinitely. Cannot be overwound."

"Duration?"

"Open question! Five minutes or so is a good low average figure, I guess...for scale models."

"Five minutes." I stand there for a while, admiring the SPAD. "Well," I say.

"Yes?"

"You know, this is some stuff. Some stuff. All this...but you know, I started out... I think I had the most fun building those old twenty-five-cent Comet kits in that old farm shed when I was a kid..."

"I know."

"Two bits at the Ideal Variety Store. Used my uncle's old single-edge blades, had to clean off the soap and the whiskers..."

"I know."

"Hung the model in Grandma's attic, then went out and bought another one, and then I....."

"Hey!"

I jerk up, deeply stung in each and every nasal passage.

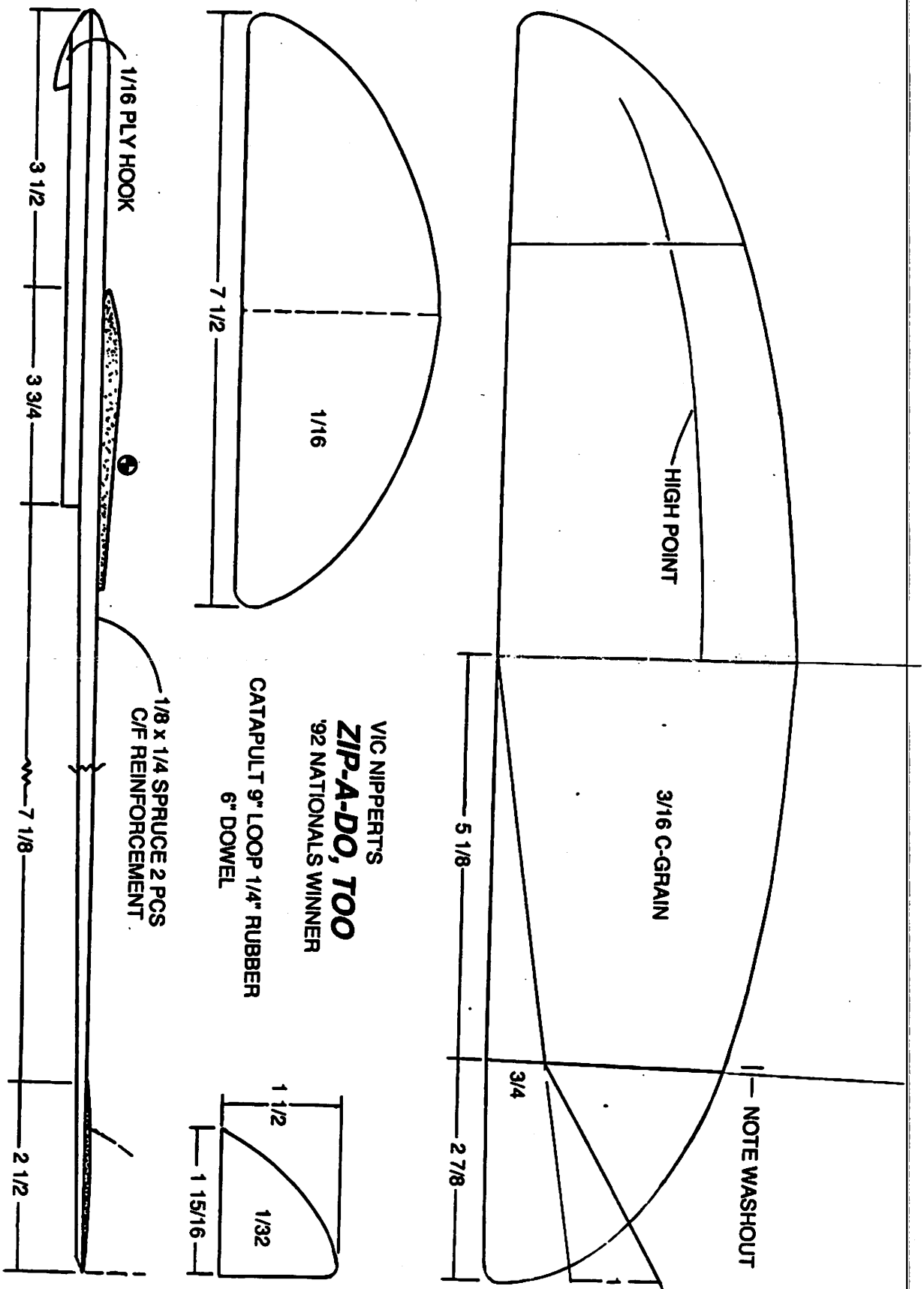
"Yow!"

Hot Stuff -- my wife uses it for smelling salts.

"You were really out this time," she says. "You had no pulse."

I am on the kitchen floor. Beside me lies the January heating bill, which I now remember having just opened.

The Mrs. gives me another dose.



From *The Wasatch Flyer*

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NFFS

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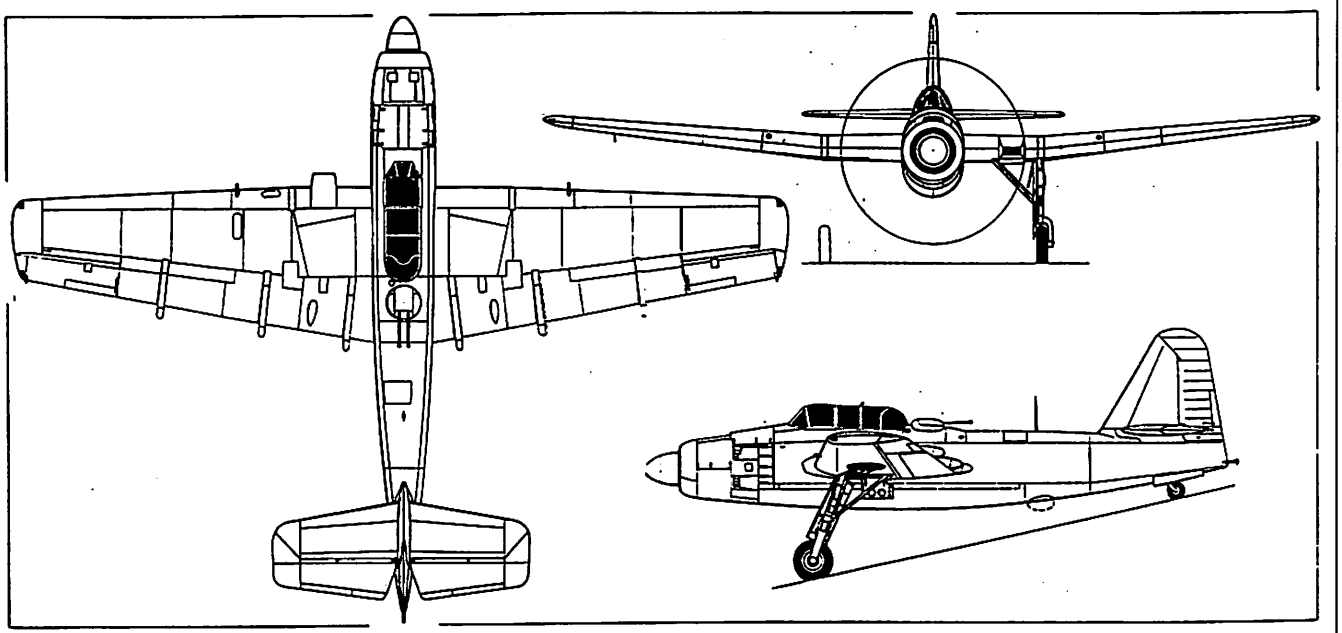
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Famous Moments in Free Flight

A cherry tree snags one-too-many of Georgie's gliders.

No-Cal Inspiration - The Fairey *"Spearfish"*



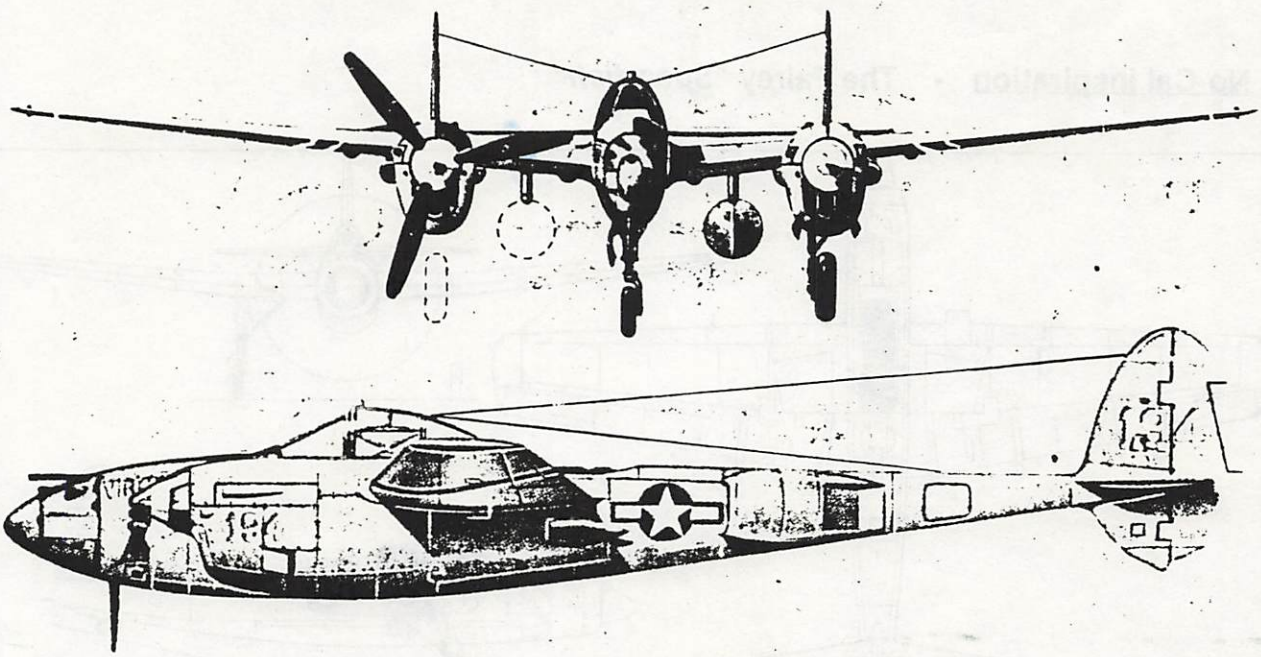


In Memorium

Stan Stoy

Tom McLaughlan

Drawing by Mike Stoy from the 1984 Free Flight Symposium.



To us it was simply the "*Lightning.*" To the Germans, it was *"Der Gabelschwanz Teufel;" The Fork-Tailed Devil* !