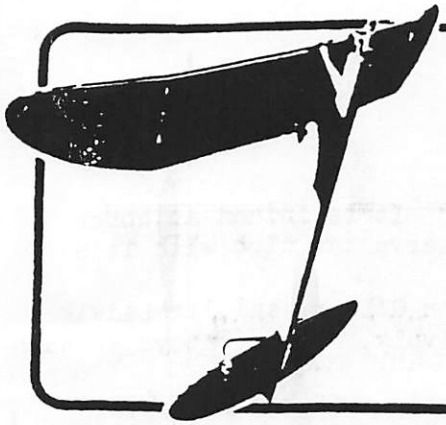


MINNEAPOLIS MODELER

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President ..... **Gary Oakins** **429-3150**
Secretary ..... **Tony Saunderson**
Treasurer ..... **Mike Spiess**
Editor ..... **Dave Braun** **457-2264**

No. 249 **Mar. - Apr. 1996**

Coming Events

Special Notice! For Every **Auction** there is an equal and opposite **Re-auction.**

Due to the severe cold snap (**minus** 30!) and the resultant poor attendance, it was decided at the February meeting to postpone the auction one month. Therefore, the MMAC Auction will be held **March 1st** at the Donaldson Corp., Bloomington, following the regular MMAC meeting at 7:30 P.M. ***Bring Stuff!***

Indoor Finale

Site: Mpls Junior Academy 3500 Williston Rd., Minnetonka Mn.
Time: 1:00 P.M. - 6:00 P.M.

March 17, 1996 **Dale Mendenhall *535 - 2976***

Peanut Scale	Walnut Scale	Bostonian
No - Cal Scale	Penny Plane	Easy B
Parlor Mite	Phantom Flash	HLG (SO)
HLG (J)	Junior Rubber	

"THE PREZ SAYS" or "OAKIE'S ORACLES"

Well, it has been some time since my last "oracle." It is indeed an honor to be elected president once again. It's my hope to serve the club with it's fine group of modelers well in '96.

A very special thank you for a job well done to John O'Leary and Jim Ladwig who served as interim president and secretary respectively. Ten attaboys to each of you.

A special get well wish goes to Tom Boos, who recently suffered a stroke, and to Larry Stockstad who has undergone a couple of operations. Our thoughts and pravers are with the two of you.

Our good friend from Iowa, Dick Bloomquist, who was under the weather in December, is feeling better daily. I know he's improving because he's building models again.

Welcome back to Tony Saunderson. He works and lives in Albert Lea, MN. He promises to NEVER leave Minnesota again! Tony plans to fly his infamous GYSOB this summer at the sod farm, which took between 10-15 years to build. It should last a lifetime as he only flys it once a year! Nice to have you back, Tony.

Thanks to Loren Hentges we once again have his permission to fly at the sod farm this summer. Tony has volunteered to chair a committee to search for an alternate flying site should the need arise. All members should keep their eys open for new sites.

Many attaboys to you men who are helping kids build and fly models. Hank Liljequist, Don Patterson, Jim Ladwig, and John O'Leary have worked with the kids all winter. Aaron Petersen has been working with youngsters for years. Thanks to Aarons Starbird and Freebird many have enjoyed the thrill of flight for the first time.

The first two indoor contests have been well attended. It's nice to see new faces. The January contest saw Jeff Weilliver and Floyd Richards as first time flyers with the club. Floyd, from Winona, flew well in HL glider, Easy B, Parlor Mite and Penny Plane. Jeff competed in HL glider. Come on you indoor flyers, don't let Jorge Triana win every event. Nice flying Jorge, you're the one to beat.

Because of the extreme cold (30 below zero), and a small turn out at the meeting in Feb. the auction will be held at the March meeting. Bring lots of modeling merchandise to donate. Bid high on the items, we need the money.

With summer just around the corner I, as in the past, have been doing too much fishing and not not enough building. I promise Al, I'll get the Jaysbird built by summer. Try to plan on the Nats in Muncie and the contest at Lawrenceville, ILL. in Oct.

Got to run and get some wax worms. Going fishing at 4:30 AM. See you at the meeting.

Gary

Minutes of the January, 1996 meeting (Continued).

Further discussion of the contest schedule followed: Dave Braun made a motion to eliminate the combined events of A1 and A2 at the Spring Meet and Oktoberflug and hold it at the Almost Silent Meet. A2 will be eliminated as a single event at the Summer Meet. A1 will retain its position as a single event at the Mini-FAI Meet. The motion was seconded by Clyde White and carried by a voice vote.

A discussion followed regarding Hand-Launch Glider. Gary Fessler presented a motion that hand-launch and catapult glider be combined at all meets with the following exceptions: Catapult glider will remain a single event at the June 9th meet. Hand-Launch Glider will remain a single event at the Mini-FAI Meet. The motion was seconded by Dell Marchant and carried by a voice vote.

Dave Braun presented a motion to reorganize the entry-fee for the Senior/Open events at the outdoor meets. Instead of the current system of $5.00 for the first event and $3.00 for each additional event, Dave proposed a fee structure of $5, $4, $3, $2 and $1 covering the entry fee for five events or more with a maximum entry fee limit of $15.00. Jeff Welliver seconded the motion. The motion was carried by a voice vote.

SHOW AND TELL:

Aaron Petersen displayed his new 1 1/2 Bostonian named the "Helio". It features a 9 inch plastic prop and is powered by 2 loops of 3/16 inch rubber 25 inches long. It weighs 50 grams without the rubber.

Ken Mason showed his new No-Cal "Wildcat" for indoor competition.

A motion was made and seconded to adjourn the meeting at 9:15 p.m.

MINUTES OF THE FEBRUARY, 1996 MEETING.

The meeting was called to order at 7:45 p.m.

The minutes of the January meeting were read and accepted as recorded.

The Treasurer's report was submitted by Mike Spiess and accepted.

CORRESPONDENCE:

Gary talked about his recent visit to fellow modeler, Larry Stockstad who experienced a recent health setback. He also reported that Dick Bloomquist was recovering well from his recent illness.

OLD BUSINESS:

Aaron Petersen opened a discussion about the MNDOT Sport Aviation Conference to be held at the Minneapolis Convention Center on February 24th and 25th. He informed the members that the A.M.A. would be represented at the conference by Bob Underwood, the A.M.A.'s educational director.

Aaron proposed that the club supply 3 models for display, and asked for volunteers to help with the demonstrations.

Jim Ladwig reported on the progress of the Youth Outreach Program and the positive response of the kids.

The secretary informed the members that the 1996 outdoor contest sanctions had been mailed to the A.M.A. on January 31st.

Gary reported that the Oktoberflug is scheduled for October 13, 1996.

Jack O'Leary opened a discussion about the MMAC Scale event. He suggested that it could be flown as a Flying Aces competition. Aaron suggested that it could be held as a separate contest.

Further discussion of Jack's idea will take place at a future meeting.

NEW BUSINESS:

Due to a small turnout of members because of the extremely cold weather, the auction scheduled for this meeting was postponed until March. A mini auction was held at this meeting with Aaron Petersen acting as auctioneer.

No other new business was discussed.

The meeting was adjourned at 9:30 p.m.

MMAC

The Minneapolis Model Aero Club

MINUTES OF THE JANUARY, 1996 MEETING

The meeting was called to order at 8:00 p.m.

The minutes of the December, 1995 meeting, which appear in the January/February, 1996 edition of the Minneapolis Modeler were read and accepted as published.

The Treasurer's report was submitted by Mike Spiess.

CORRESPONDENCE:

Gary reported that two fellow modelers, Larry Stockstad and Dick Bloomquist, had experienced recent health problems.

Gary reported that Loren Hentges had given approval to the club to use the sod farm in 1996.

Hank Lilgequist received a reply to a letter he had sent to Gaylord Plastics of Santa Monica, California soliciting indoor rubber winders for the Youth Outreach Program. The club received 12 5:1 winders for the program.

OLD BUSINESS:

The club received a donation of $350.00 for the Youth Outreach Program through Jeff Welliver from the Peter Simonson Memorial Fund. This amount is to be added to the $500.00 allocated by the Academy of Model Aeronautics. The fund for this program will be administered by Jim Ladwig, Gary Oakins and Aaron Petersen.

Gary discussed recent problems concerning conflicting events at the Indoor site. The club will no longer schedule an indoor meet close to Christmas which might interfere with any events put on by the school.

An open discussion regarding the on-going search for a new flying site took place. Mike Spiess indicated that there might be a suitable site in the St. Peter area. He said he would investigate. Other possible areas were mentioned: the Blue Mounds State Park near Luverne, known for its expanse of prairie was suggested. However, this area is a considerable distance (205 miles). Terry Taylor suggested the Minneopa State Park near Mankato as another possibility. Further discussions regarding this matter will take place at future meetings.

Denny Sussman appealed to the club for volunteers to solicit contest prizes from local hobby shops. A discussion followed about possible alternate sources for prizes such as Office Max, A.B.Dick and Kinko's, etc. Jack O'Leary and Gary Oakins volunteered.

Aaron Petersen discussed the MNDOT Sport Aviation Conference at the Minneapolis Convention Center to be held on February 24th and 25th. It will feature displays of full-size aircraft, seminars and guest speakers.

The MAAC will have a booth to distribute literature. There will be models on display and also building demos. It was also suggested that flying demonstrations of indoor models might be a possibility in the large atrium.

The conference will be open from 9:00 a.m to 10.00 p.m. on Saturday, and 9.00 a.m. to 6:00 p.m. on Sunday.

Admission is $5.00. There will be free admission for the volunteers. Volunteers will be picked at the February meeting for the flying and building demos. Aaron will conduct two seminars at 10:00 a.m. and 3:00 p.m.

NEW BUSINESS:

Gary reported that Jorge Triana would like to propose a 1/2 A Starduster competition. Further discussion of this proposal was tabled until a future meeting.

The annual hand-launch glider meet will commence at noon on March 3rd on frozen Medicine Lake. Hank Lilgequist will host the thawing out portion of the meet at his home.

The annual club auction will take place at the February meeting. Norm Janzen will preside.

Aaron Petersen discussed the MAC fly-in to be held May 18th and 19th at the Anoka County Airport. Building sessions for the kids will be featured, however, an effort will be made to improve the organization of the sessions by bringing the kids in groups rather than at random. A better locale would also be sought.

Jack O'Leary discussed the large bequest that the A.M.A. had received from the estate of the late Tom McLaughlin. Jack suggested that an inquiry be made to find out how the funds would be used, and if the money would be used to improve the A.M.A. facility in Muncie for Free-Flight.

The 1996 Contest Schedule was organized. A copy of the complete outdoor schedule will appear in the March/April edition of the club bulletin.

Aaron Petersen made a motion to add a new event, 1 1/2 Bostonian to the contest schedule. The motion was seconded by Terry Taylor. The motion was carried by voice vote.

The 1 1/2 Bostonian event will take place this year at the June and August meets. Aaron will supply the prizes for this event.

MINNEAPOLITAN

by Aaron Petersen

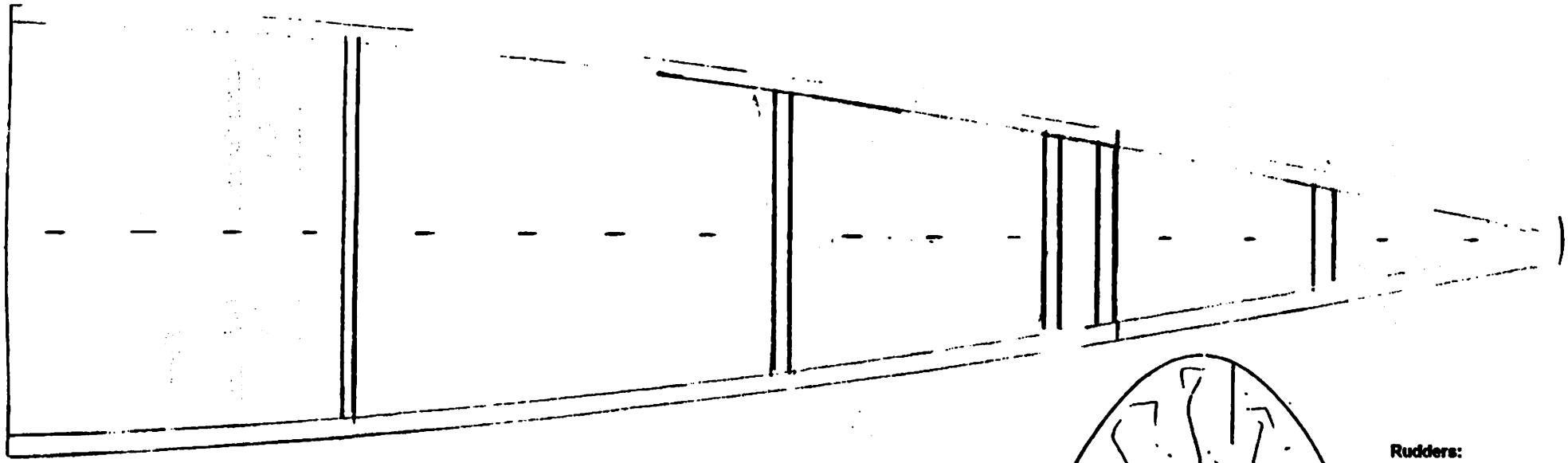
The membership voted to let me sponsor a new outdoor event at this year's June and August contests -- for what I've dubbed the **MINNEAPOLITAN** class of rubber-powered model. Originally I called it the 1.5X BOSTONIAN, and that name describes it well. But...BOSTONIAN has 9 letters; if you multiply 9 by 1.5, you get 13.5. **MINNEAPOLITAN** has 13.0 letters -- we need argue no further.

As outlined in a previous article, the idea is to enlarge a BOSTONIAN plan 150% (or design your own) and build and fly the result. The two I've tried so far (a Mooney Helio and a Perry Peterson Bostonair) fly superbly. Herman Fessler tells me that his calculated value for minimum contest weight comes very close to my own calculated and experimental value -- 50 grams without rubber. Use 3/32 sticks and 1/16 ribs. Be careful to avoid unnecessary weight. A P-30 prop can be cut to 9" and bent open to higher pitch. A good motor size seems to be around 15-20 grams -- 2 loops X 24" X 1/4" or 2 loops X 30" X 3/16" of FAI. Roll your own. D/T advised!

RULES

1. Rubber Power, Stick and Tissue construction.
2. Maximum wing chord = 4.5". Maximum projected wing area = 108 sq. in. for monoplanes. Multi-winged models are allowed a maximum projected total wing area of 140 sq. in. Maximum projected stabilizer area of any model = 54 sq. in. (Any stabilizer larger than that is considered a wing
3. Fuselage shall contain a "cargo box" with minimum dimensions of 2.25" X 3.75" X 4.5"
4. Minimum windshield areas: 2.25 sq. in. forward, 2.25 sq. in./side. Model may have open cockpit hole with no side windows, but still must have windshield.
5. Propeller = 9" maximum diameter, free-wheel only.
6. Minimum weight = 50 grams (less rubber motor).
7. Maximum length (front of nose button to rearmost point) = 21".
8. Maximum projected wingspan = 24".
9. Model must have fixed functional landing gear, with at least 2 rotating wheels with a minimum diameter of 1.125".
10. No lifting airfoil on the stabilizer.
11. Motor braiding is OK; spring/stop motor tensioning is not OK.
12. A maximum of 2 bendable flight adjustment tabs may be added and may extend beyond legal dimensions. Maximum length of each tab = 3", and maximum extended area of each tab = one sq. in.
13. Flight Rules: ROG when practical, handlaunch when not. Unlimited attempts for 3 official flights. An attempt is 20 seconds or less. Two-minute max. Score is total of 3 official flights. Flyoffs: increase max time by 30 seconds for each round. All flyoff flights are official.

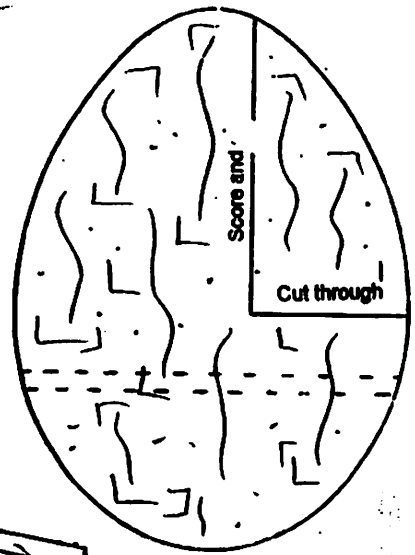
Note: Most of these rules parallel Bostonian rules. The flight rules are the same as for P-30. Also, I will try to get **MINNEAPOLITAN** approved as a Flying Aces Club event. I can foresee the name getting shortened to **NEAPOLITAN**, and then we'll start seeing white, pink, and brown color schemes!



- *Midnight Rider* -

A Twin - Tailed 1.5X Bostonian A.K.A. *Minneapolitan*

By Dave Braun - MMAC



Rudders:
Make 2 using light 1/16" C-grain

Attention Newsletter Editors

Want ***Five Easy Pages***? Feel free to copy the plan and rules sheet.

MMAC Indoor Meet - Jan. 28, 1996

Peanut Scale (5)

	Plane	Scale	Flight	Tot.
1. Aaron Petersen	Ord Hume	52	52	104
2. Jim Jorgensen	Farman	48	40	88
3. Hank Liljequist	Fike	48	31	79
4. Jim Anderson	Huntington	49	19	68

Walnut Scale (4)

1. Jorge Triana	MacBird	49	78	127
2. Aaron Petersen	Brown B-2	58	53	111
3. Hank Liljequist	Vagabond	52	49	101

No-Cal Scale (5)

1. Hank Liljequist	125
2. Jim Anderson	82
3. Mike Spiess	77
4. Aaron Petersen	67
5. John O'Leary	56

Bostonian (7)

1. Jorge Triana	95
2. John O'Leary	65
3. Dell Marchant	61
4. Hank Liljequist	54
5. Mike Spiess	50
6. Jim Anderson	45
7. Jim Jorgensen	43

Phantom Flash (4)

1. Aaron Petersen	150
2. John O'Leary	125
3. Hank Liljequist	90

HLG (3)

1. Dale Mendenhall	42
2. Floyd Richards	40
3. Jeff Welliver	20

Penny Plane (4)

1. Bob Oppegard	5:43
2. Jorge Triana	4:22
3. Jim Jorgensen	3:29
4. Floyd Richards	1:07

EZB (5)

1. Jorge Triana	5:53
2. Bob Oppegard	4:50
3. Hank Liljequist	3:53
4. Jim Jorgensen	2:59
5. Floyd Richards	1:56

Parlor Mite (7)

1. Jorge Triana	5:10
2. Floyd Richards	4:29
3. Jim Jorgensen	3:28
Hank Liljequist	3:28
5. Erick Sears	3:04
6. Mike Spiess	2:15
7. Bob Oppegard	1:40

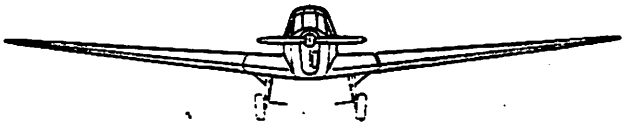
Junior Rubber (3)

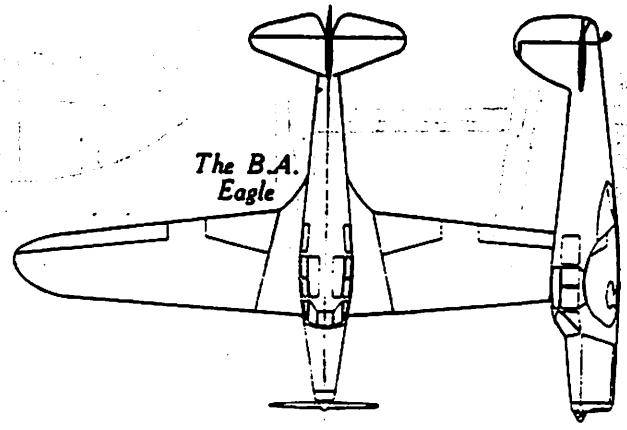
1. Erick Sears	244
2. Herby Fisher	75
3. Cody Spiess	63

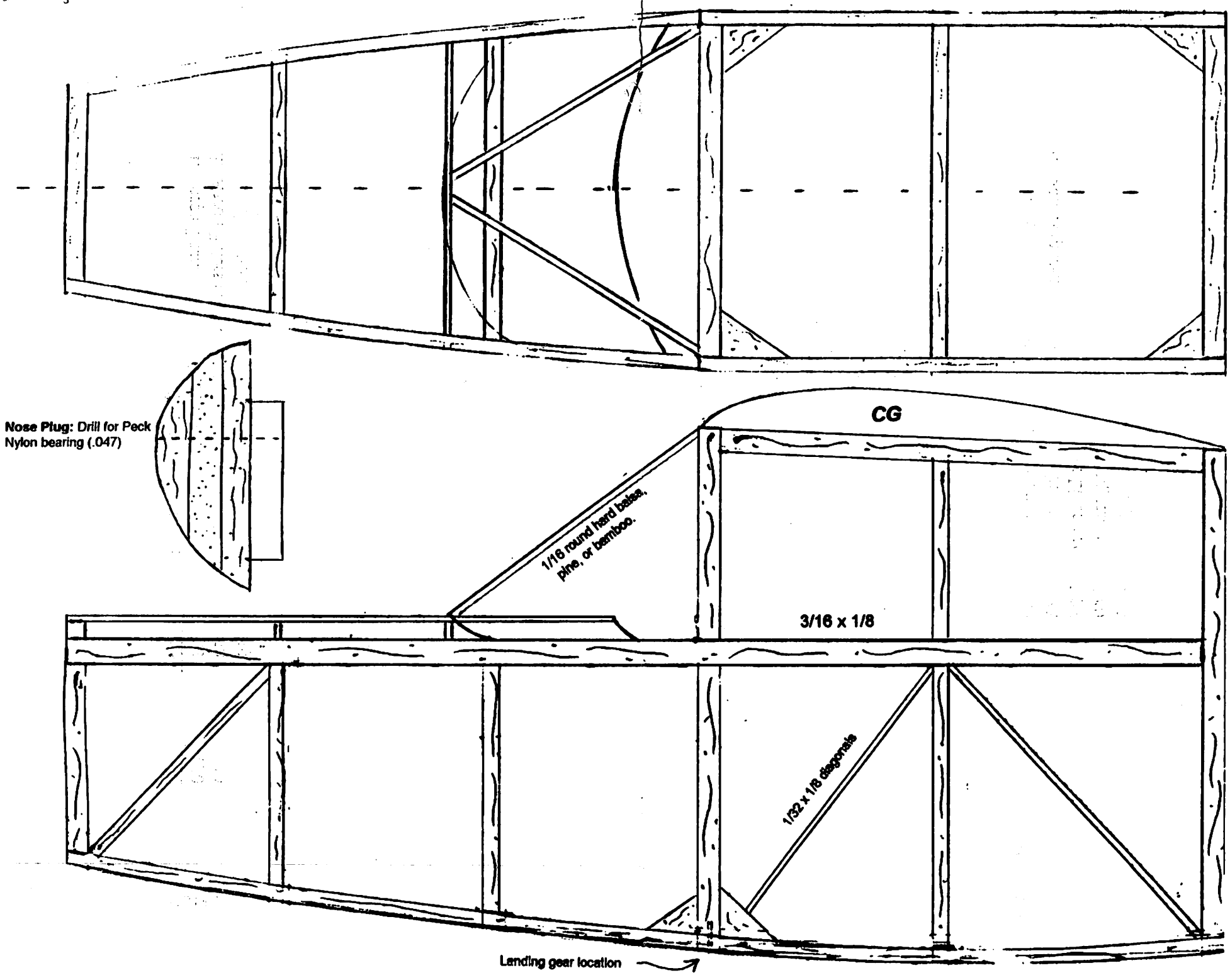
HLG (Jr) (1)

1. Erick Sears	13

Contest High Point Total - Jorge Triana with 32






Nose Plug: Drill for Peck Nylon bearing (.047)
CG
1/16 round hard balsa, pine, or bamboo.
3/16 x 1/8
1/32 x 1/8 diagonals
Landing gear location

MMAC Indoor Meet - Feb. 18, 1996

Peanut Scale (8)

		Plane	Scale	Flight	Tot.
1.	Jorge Triana	Maboussin	57	63	120
2.	Aaron Petersen	Ord-Hume	52	58	110
3.	Jim Anderson	Huntington	49	39	88
4.	Jim Jorgensen	Farman	48	39	87
5.	Don Berggren	Ganagobie	54	26	81
6.	Hank Liljequist	Fike	48	19	67
7.	John O'Leary	Texan Ace	53	DNF	
8.	Bill Thomas	Heath	52	DNF	

Walnut Scale (5)

1.	Jorge Triana	MacBird	49	90*	139
2.	Hank Liljequist	Vagabond	51	49	100
3.	Bill Thomas	Stinson	49	48	97
4.	Aaron Petersen	Brown B-2	58	28	86
5.	Jim Anderson	Huntington	51	10	61

Contest High Point Total - Jorge Triana with 41

Bostonian (7)

1.	Jorge Triana	83
2.	John O'Leary	72
3.	Dell Marchant	62
4.	Jim Jorgensen	54
	Bill Thomas	54
6.	Don Berggren	27
7.	Jim Anderson	21

No-Cal Scale (7)

1.	John O'Leary	168*
2.	Aaron Petersen	130
3.	Hank Liljequist	129
4.	Jim Anderson	90
5.	Bill Thomas	51
6.	Mike Spiess	52
7.	Don Berggren	51

Mini-Stick (6)

1.	Jorge Triana	5:08
2.	Tony Saunderson	3:53
3.	Floyd Richards	3:31
4.	Mike Spiess	2:15

Penny Plane (5)

1.	Bob Oppegard	5:51
2.	Jorge Triana	5:41
3.	Bill Thomas	4:57
4.	Tony Saunderson	4:32
5.	Jim Jorgensen	3:47

EZB (5)

1.	Jorge Triana	7:40
2.	Bill Thomas	5:38
3.	Hank Liljequist	5:27
4.	Jim Jorgensen	4:40
5.	Bob Oppegard	4:30

HLG (2)

1.	Gary Crawford	55.4
2.	Floyd Richards	39.1

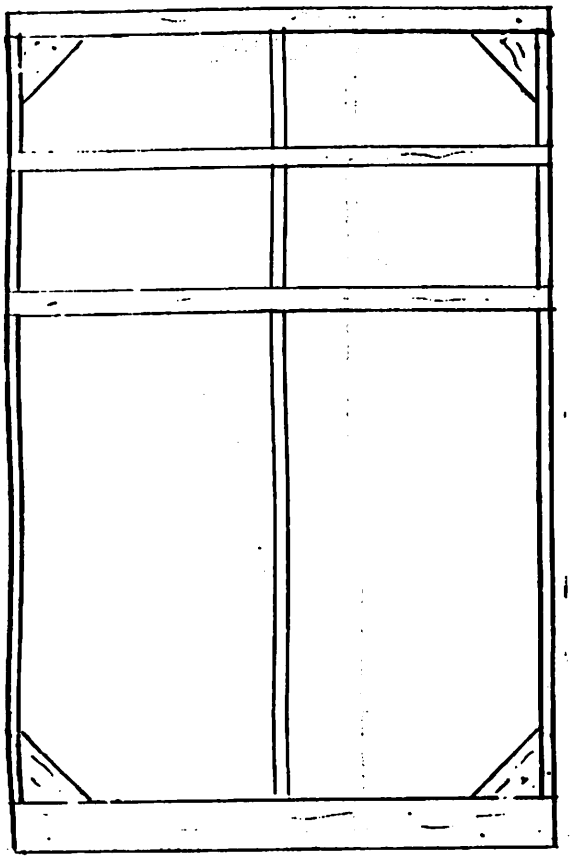
Catapult Glider (2)

1.	Gary Crawford	42.4
2.	Dell Marchant	33.0

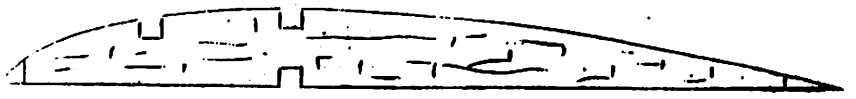
Junior Rubber (1)

1.	Erick Sears	4:55

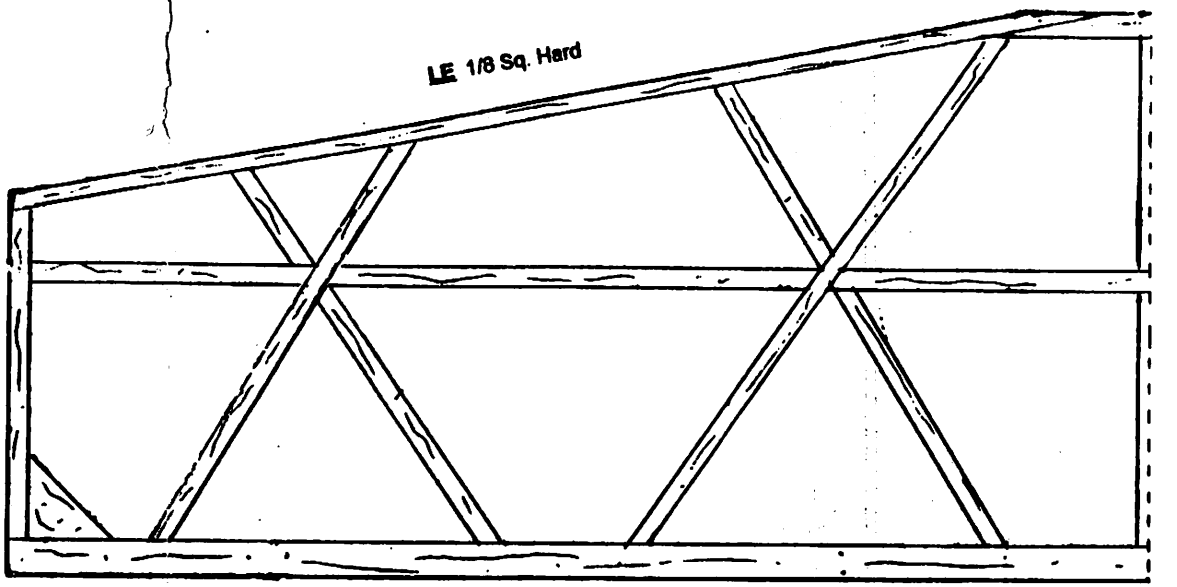
* Indicates New Record

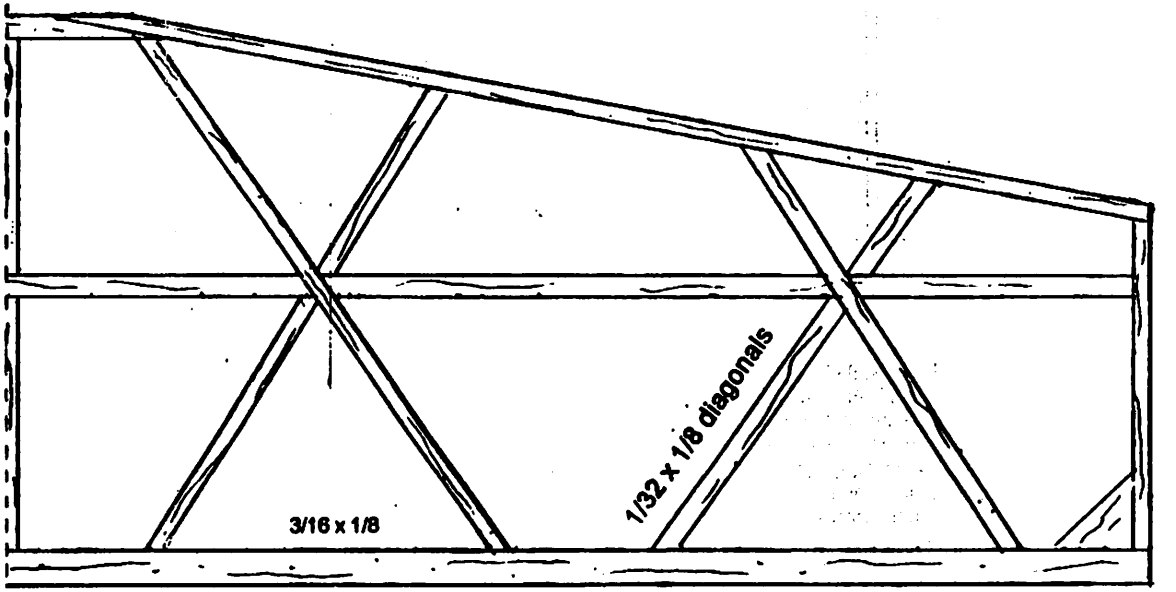


Center Section Notes:
The center section is built directly over the plan. After the wing panels are glued at the proper dihedral angle to the center section and the additional inboard wing rib is added, the center section should match and nicely cap the fuselage.



Ribs: Make 11 from 1/16" stock. Sand in the spar notches *ter* wing panels are joined

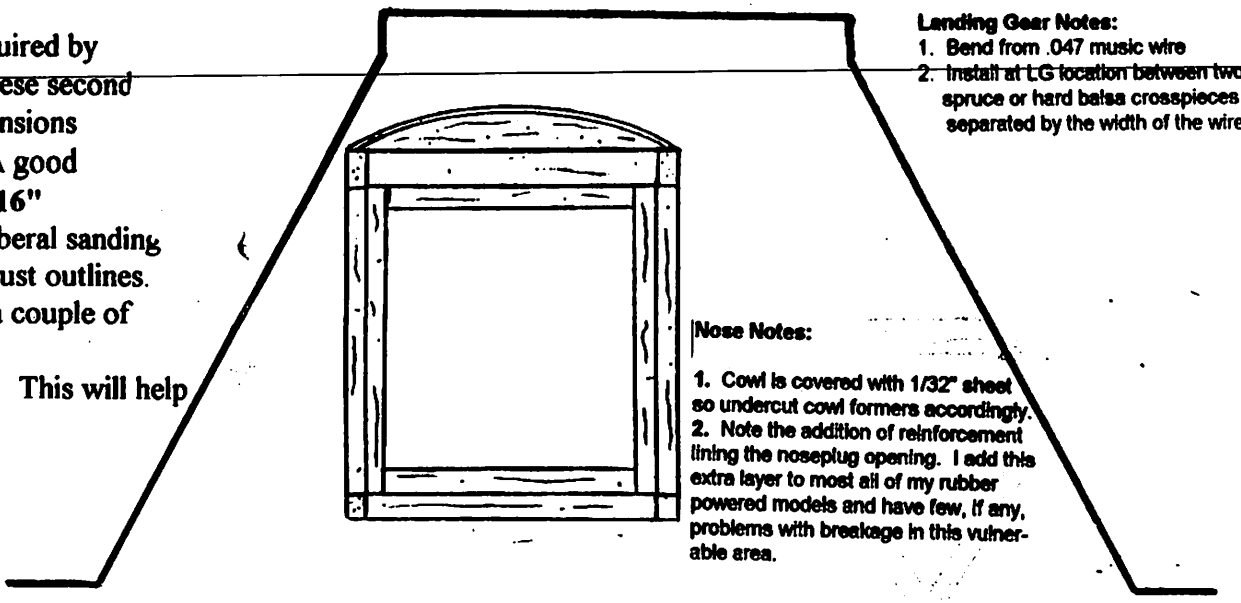




Stabilizer Notes:
1. The stabilizer is a single piece. Join the two halves on the centerline for a full size section.
2. Note the over/under basket weave type of construction. This gives a certain amount of rigidity to a normally flimsy component. Install the "over" pieces while the stab is still on the board. When cured, lift the assembly off the board and add the "under" pieces.

General Notes:

1. These plans, as drawn, fall well within the parameters required by the rules of the event. However, if you are getting these second or third hand via newsletter swap etc, check the dimensions carefully as they may have been altered in copying. A good one to check is the wing chord which should be **4 -7/16"**
2. I indicate 1/8" stock for construction. This allows for a liberal sanding after frameup. If you opt for 3/32", you'll have to adjust outlines.
3. None is indicated, but frameup is a good time to build in a couple of degrees of down and right thrust.
4. Wet the fuselage bottom longeron before pinning it down. This will help it to hold its shape without stressing the framework.
5. Some sort of DT might be wise.



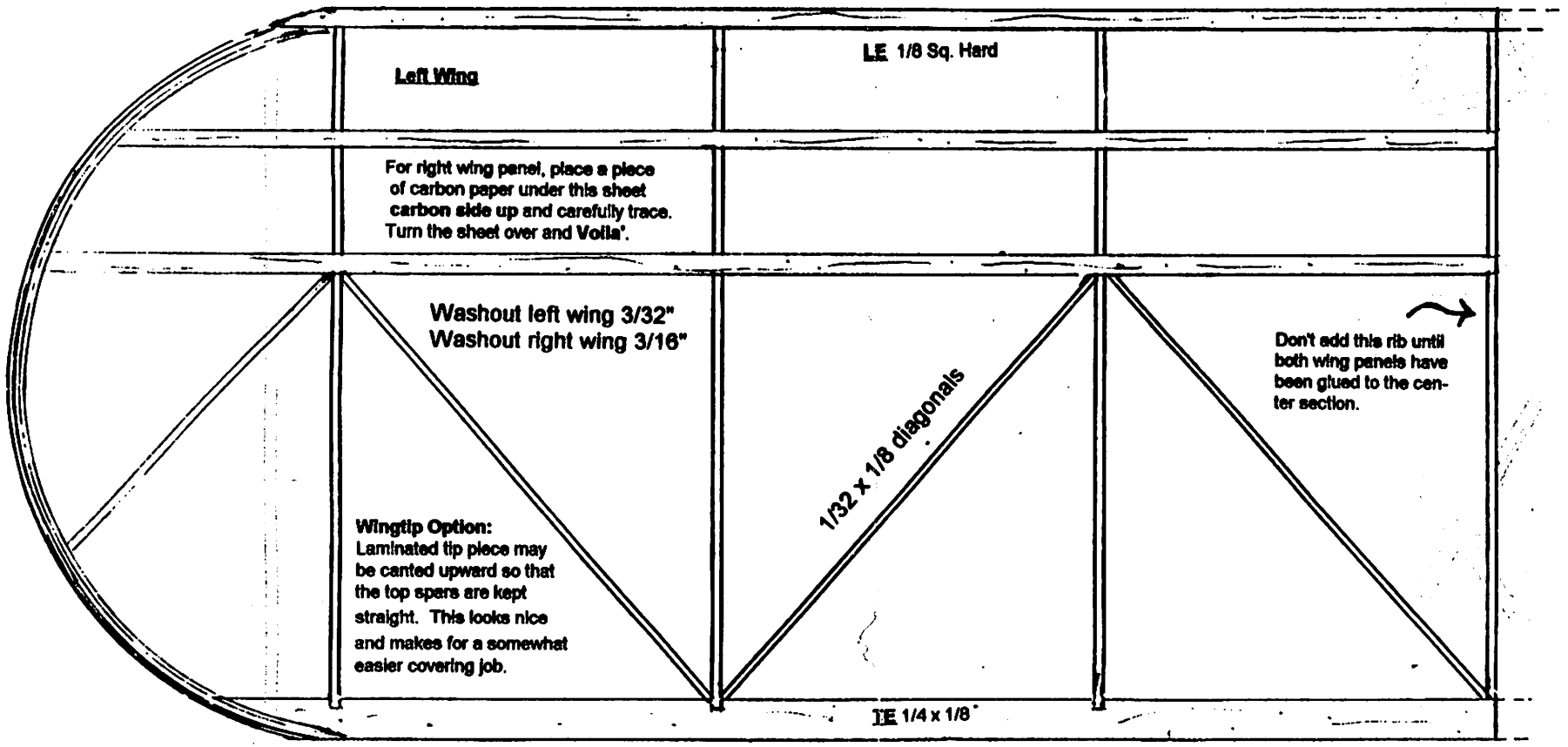
Landing Gear Notes:
1. Bend from .047 music wire
2. Install at LG location between two spruce or hard balsa crosspieces separated by the width of the wire.

Nose Notes:

1. Cowl is covered with 1/32" sheet so undercut cowl formers accordingly.
2. Note the addition of reinforcement lining the noseplug opening. I add this extra layer to most all of my rubber powered models and have few, if any, problems with breakage in this vulnerable area.

3/4" dihedral at outer rib station

Fly *Left - Left*



- Famous Model Clubs You Probably Never Heard Of -

(1)



Back in the '50s, Guillow Models sponsored a club for kids....

(2)



....in Junior and Senior high school.

(3)



Called themselves the ***Guillow Teens***.

(4)



Quite an active group until they lost their ***head-quarters***.