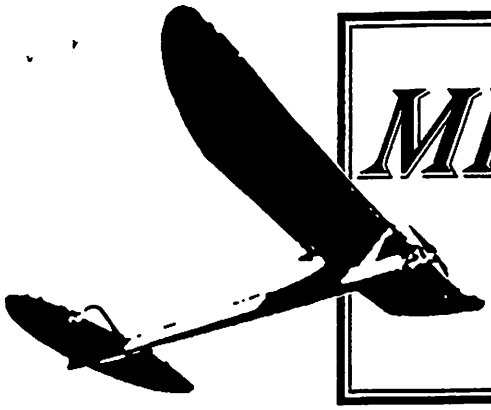
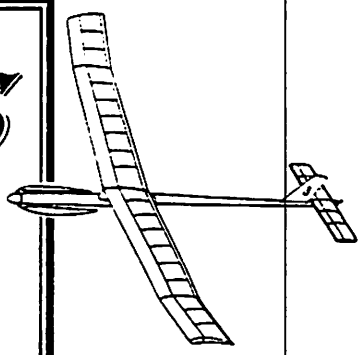


MINNEAPOLIS MODELER



Published six times per year by the Minneapolis Model Aero Club
1216 N. 8th St., Wausau, Wi. 54403

Established 1937 **Charter # 379**

Annual dues: Open...**$15.00** Senior...**$ 5.00** Juniors...**Free**
Subscription rate for non-members...**$ 6.00** / year

President..... **Gary Oakins** (651) 429-3150 **Secretary**..... **Duane McDonnell** (612) 557-5752
V. President... **John Watkins** (612) 525-1701 **Treasurer**..... **Jeff Ringlien** (507) 633-1907
Editor..... **Joe Huettl** (715) 842-9638

Issue No. 275 **July / August 2000**

Coming Events:

July 7th, 2000

Club Meeting @ Air National Guard Museum....7:30 PM

July 9th, 2000	***"Summer Meet"***	***-AA-***	***CD***	***Don Monson 651-457-2321***
½ A Gas	Nos Gas	Embryo Endurance	Pee Wee 30	
A Gas	Mulvihill	Coupe d' Hiver	O.T. Rubber <'46	
BCD Gas	P-30	Catapult / HL Glider	Junior Event	

August 4th, 2000

Club Meeting @ A.N.G Museum....7:30 PM

August 13th, 2000	***"Almost Silent Meet"***	***-AA-***	***CD***	***Gary Oakins 651-429-3150***
Open Power	1.5 X Bostonian	Embryo Endurance	A/1~A/2 Glider	
Nos Gas (Large)	Coupe d' Hiver	Catapult / HL Glider	.020 Replica / 1/4 A Gas	
Nos Gas (Small)	P-30	Mulvihill	Junior Event	

OAKIE'S ORACLES

Summer has arrived. There have been some pristine days for flying our models, usually while we're working. The sod farm looks great. If you go to Harley's to practice, remember to check in at the office to find which field to fly from.

The Oppegard trophy is now housed in the AMA museum at Muncie. Dan O'Grady, from Canada, is the first winner of the trophy. He had the best Pennyplane time of 18:22 minutes, at the Indoor Nats held at Johnson City. Nice flying, Don.

My apologies for the errors that appeared on the contest schedule. It wasn't proof read and therefore the errors were overlooked. The events of the last four contests are correct. If you have any questions, please call me.

Some haven't received the newsletter eventhough your dues were paid. I'm new at printing the labels and did not receive names of all the paid members. All should be receiving their newsletters now.

We were blessed with a beautiful day for our contest in May. Thermals were plentiful, the wind was light and variable, and lots of sunshine. Furthermore, there was a great bunch of flyers. My Pilfered Pearl flew great. On the third flight it failed to D.T. Nineteen minutes later, it was still going up. Thanks to the Walston retriever and Radio Shack's Omni directional antenna, the plane was found within an hour. The plane flew 41/2 miles and came down in an open field. Two flights latter the Pearl was 50 ft. up on top of a tree. We got it down two days latter.

My newest piece of support gear is a vehicle mounted whip antenna. When the plane flys away, one puts the magnet based antenna on your truck, plug it into your Walston receiver and track the plane. The reception of the antenna is Omni-directional, therefore as one gets closer the beep gets louder. When close one switches to the Walston directional antenna and gets the plane. This new antenna system is explained in the '99 NFFS Symposium.

The Mini-FAI, June 3, was another beauty. There were numerous maxes flown, mostly by Dick Bloomquist and Gordon Dona. The BIG winner was Gordon. He placed first in P-30, HL Glider, and A-1. Dick Bloomquist won ½ A. Nice flying guys.

We shut the flying down between the third and forth rounds as Steve, our landlord, was applying some pesticide on the sod. Many modelers fell asleep during the break. Aaron, Tim, Dennis, Herman, Clyde, and Don Berggren ALL took a nap. Aaron missed the whole forth round because of his nap.

Sunday, the 4th was a complete wash out, rain, rain, and more rain! Rarely do we get two nice dates in Minnesota.

There are two rule proposals that have passed the initial vote of the FF contest board. I am against both proposals. The first is to increase the flyoff max for all power events by one minute

for each successive flight. With or without a Walston retrieval system planes WILL get lost. We power heads have too much invested to loose our models.

The other proposal is to combine A Gas and B Gas into one class; and to combine C Gas and D Gas into another class. I fly all power events and would like to classes remain status quo. Form your opinion and let it be known to your appropriate contest board member. Thanks.

Congratulations to Mr. and Mrs. Bill Roush, a long time member of MMAC, who celerabeted their 50th wedding anniversary on June 24, 2000. Fifty attaboys Mr. and Mrs. Bill. I was a mere 8yrs. old in '50 and built my first model airplane. Where do the time go?

I hope to see you at the meetings and the up coming contests. If you want to go flying, give me a call.

GARY

For Sale

Nocal Plans:
Lacey M-10, Heinkel 119,
Baka Bomb, I.A.R.- 80,
Miles Hobby M-13 race plane(new).
$3.00 each + $2.00 postage or all five plans for $12.00 post paid.

Mini and Micro putty timers: .8 & .5 grams respectively. Run times are 5 and 2 minutes(approx.). $10.00 ea. + $2.00 postage for up to 5 timers.

Send orders to:
Barrie Taylor
2 Thackeray Ave.
Winnipeg, Manitoba,
Canada R3K0H1

For Sale

Professional, heavy duty, drafting table. 36" X 60" working surface with electrically operated level control...."perfect for modeling use". Excellent condition!
$150.00
Contact: Dave Braun @ 612-457-2264
St. Paul, Mn.

MMAC Minutes for the May 5th, 2000 Meeting

The meeting was called to order at 19:30 hours with President Gary Oakins presiding.
Number in attendance: 14
The minutes for the April 7th, 2000 meeting were read and approved.
Terry Taylor indicated that the heading for the monthly minutes read MAAC and should be MMAC. An embarrassed secretary stand corrected.
No Treasurers report.

CORRESPONDENCE

President Oakins received a letter from AMA requesting MMAC's outdoor flying fields location. TheAMA should be aware of the location from previous communications with the club.
Denny Sussman received a phone call from the Campbell Company regarding members' orders and contributions to the club for awards and prizes.

OLD BUSINESS

The Bob Oppegard trophy award will be finished for membership viewing at the next meeting.

NEW BUSINESS

Members were urged to read Gordon Duna's article Mumblings From The Road in the May/June MMAC's newsletter.
Direct your attention to the 7 gram Bostonian event for future discussion.
Gary Oakins is compiling a list of rules for PeeWee 30, Nos gas, 1-1/2 Bostonian, 020, and OT rubber.

The meeting adjourned at 20:10 hours.

Denny Sussman demonstrated an 80% T Bird Campbell kit designed by Russ Hanson.

Respectfully submitted,
Duane McDonnell
Secretary



MMAC Minutes for the June 2nd, 2000 Meeting

The meeting was called to order at 19:50 hours with President Gary Oakins presiding.
Number in attendance: 18
The minutes for the May meeting were read and approved by members.
The treasurer reported. The report was accepted by the members.

CORRESPONDENCE

Terry Taylor moved to send $35.00 to NFFS 2000 Symposium in response to a letter from NFFS.
The motion passed.
Denny Sussman reported on prize donations to the club from Barrie Taylor.

OLD BUSINESS

Gary Oakins indicated a correction on the flight schedule for June 3rd and 4th. Gary will define contest rule changes for 1/4 A NOS Gas and 020 replica in the next news letter.

NEW BUSINESS

Gorden Douna made a motion to reduce the weight on the Bostonian event from 14 grams to 7 grams. The discussion on the change will take place at the August meeting or at the time of the winter/indoor schedule setting. The motion is still on the floor.
Bart Warness is a visitor and a Science Olympiad winner.

The meeting adjourned at 20:25 hours.

A raffle was held after the meeting for a prize of $20.00.
Gary Oakins and Jim Ladwig presented Show and Tell.

Respectfully submitted,
Duane McDonnell
Secretary

CALVIN & HOBBES



1X5 BOSTONIAN

WING-MAXIMUMS
Projected span-24 inches; 4.5inch cord; area-108 sq.in.

FUSELAGE
(1) Must accommodate and form or exceed a theoretical box measuring 4 ½" x 3 ¾" x 2 ¼".
(2) Must support the motor(s). No motor sticks allowed.
(3) Must have a forward windshield and a window on each side.

OVERALL LENGTH
21" Maximum measured from the propeller bearing.

PROPELLER
9" maximum

LANDING GEAR
Practical, fixed, with two or more legs with wheels of at least 1 1/8" diameter.

SCORE
Three (3) two minute maxs. Attempt-under 20 sec.

PEE WEE 30

AIRPLANE
100 gm maximum; 2 wheel landing gear 1" dia.; 30" wing span; 30" fuselage.

ENGINE
Pee Wee .020 reed valve. Eye dropper fuel tank.

FLIGHT TIME
15 sec. engine run; maximum
120 sec. flight maximum.

SCORE
flight time
engine run x 100 = score
one flight ROG

CLASSICAL QUIPS:

Relative to free flight, the three most important things to remember are:

Keep it light.
Don't build it heavy.
It shouldn't weigh too much.
- Terry Rimert

.020 REPLICA & 1/4A NOS GAS

.020 REPLICA

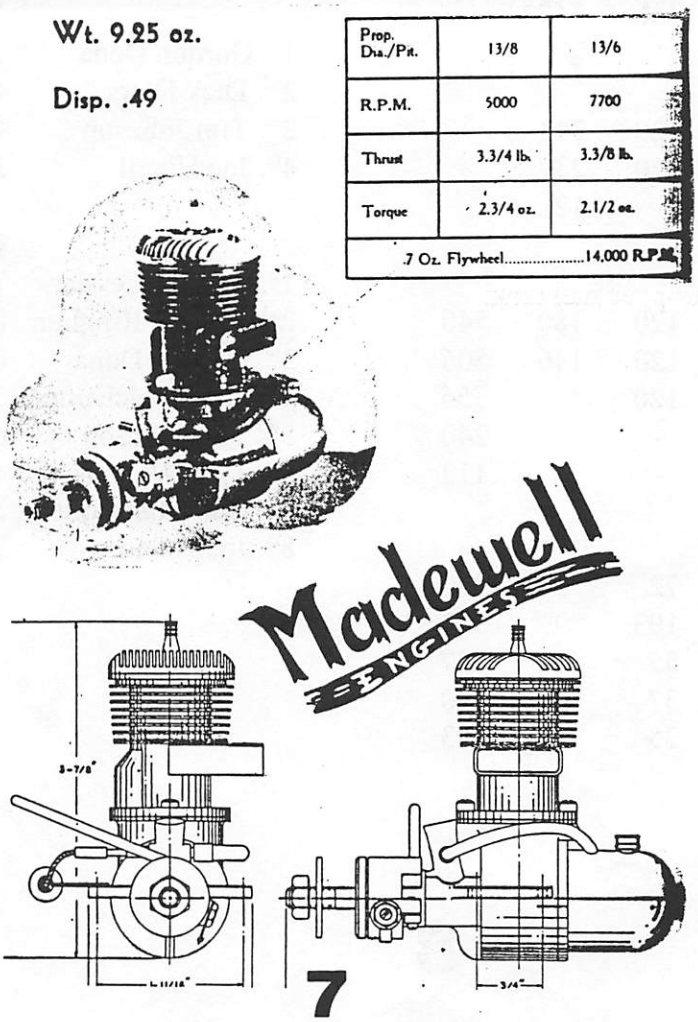
ENGINE RUN
Flights 1, 2, & 3 - 12 sec. Two(2) min. max. flight.
Flight 4 - 10 sec. Two(2) min. max. flight.
Flight 5 to infinity – 9 sec. Two(2) min. max. flight. Attempt 40 sec.

1/4A NOS GAS

ENGINE RUN
Flights 1, 2, & 3 – 9 sec. Two(2) min. max. flight.
Flight 4 – 7 sec. Two(2) min. max. flight.
Flight 5 to infinity – 6 sec. Two(2) min. max. flight. Attempt 40 sec.

PRE 46 RUBBER

AMA MULVIHILL RULES



"Early Spring Meet"

May 21st, 2000

Jim Ladwig, CD

Placing	Contestant		Scores		Total		
	½ A GAS						
1st.	Dick Bloomquist	71	120	120	311		
2nd.	Gordon Dona	68	99	105	272		
3rd.	Gary Oakins	74	53	-	127		
	A GAS						
1st.	Gary Oakins	120	120	120	120	120	600
2nd.	Dick Bloomquist	120	120	120	120	120	600
	B CD GAS						
1st.	Gary Oakins	120	120	120	360		
2nd.	Denny Sussman	120	90	120	330		
	NOSTALGIA GAS						
1st.	Dick Bloomquist	120	120	120	360		
2nd.	Tim Johnson	81	120	120	321		
3rd.	Denny Sussman	97	111	-	208		
	PEE WEE 50						
1st.	Herman Fessler	427	547	800	1774		
2nd.	Bob Kumferman	540	433	480	1453		
	.020 REPLICA - 1/4 A GAS						
1st.	Dick Bloomquist	104	120	120	344		
2nd.	John Watkins	61	58	120	239		
3rd.	Tim Johnson	12	-	-	12		
	MULVIHILL						
1st.	Gordon Dona	120	120	120	180	540	
2nd.	John Watkins	120	120	120	146	506	
3rd.	Joe Huettl	120	116	120		356	
4th.	Jack O'Leary	120	120	-		240	
5th.	Aaron Petersen	112	-	-		112	
	EMBRYO ENDURANCE						
1st.	Herman Fessler	120	120	72	"5"	322	
2nd.	Aaron Petersen	108	87	103	"9"	303	
3rd.	Jim Anderson	42	60	55	"0"	157	
4th.	Bob Kumferman	42	42	37	"9"	130	
5th.	Duane McDonnell	24	44	35	"0"	103	

Placing	Contestant	Scores			Total
	P-30				
1st.	Joe Huettl	120	120	120	360
2nd.	Gordon Dona	120	120	119	359
3rd.	Bob Kumferman	85	120	82	287
4th.	Herman Fessler	61	120	90	271
5th.	Warren Ringlien	54	59	112	225
6th.	Jim Anderson	59	40	33	132
7th.	Aaron Petersen	40	-	-	40
	HI GLIDER				
1st.	Gordon Dona	120	120	56	296
2nd.	Dick Diers	46	42	28	128
3rd.	Tim Johnson	41	37	28	106
4th.	Joe Huettl	39	26	29	104
	CATAPULT GLIDER				
1st.	Herman Fessler	70	60	42	172
2nd.	Warren Ringlien	84	44	43	171
3rd.	Gordon Dona	60	54	51	165
4th.	Duane McDonnell	32	86	29	147
5th.	Tim Johnson	63	38	40	141
6th.	John Watkins	43	34	59	136
7th.	Bob Kumferman	33	30	39	102
8th.	Joe Huettl	20	25	16	63

"Mi[illegible].A. I."

June [illegible], 2000

Gary Oakins, CD

Placing	Contestant	Scores					Total
	½ A GAS						
1st.	Dick Bloomquist	82	120	120	67	120	507
2nd.	Gordon Dona	26	120	120	99	81	446
3rd.	Gary Oakins	60	120	73	-	-	253
4th.	Denny Sussman	-	54	-	-	-	54
	A/1 GLIDER						
1st.	Gordon Dona	66	59	25	-	-	150
2nd.	Sid Jepson	3	-	-	-	-	3
	HL GLIDER						
1st.	Gordon Dona	43	30	120	39	41	273
2nd.	Tim Johnson	20	93	24	-	21	158
3rd.	Warren Ringlien	28	26	22	24	29	129
4th.	Dick Diers	32	4	34	39	-	109
5th.	Joe Huettl	16	11	11	14	12	64
	P-30						
1st.	Gordon Dona	120	120	120	120	120	600
2nd.	Warren Ringlien	105	117	98	120	120	560
3rd.	Joe Huettl	62	120	79	120	110	491
4th.	Tim Johnson	55	81	120	-	71	327
5th.	Herman Fessler	69	51	77	-	119	316
6th.	Bob Kumferman	120	120	67	-	-	307
7th.	Don Berggren	43	48	50	-	70	211
8th.	Gary Oakins	71	69	-	-	-	140

##########

"Late Spring Meet"

June 4th, 2000

Denny Sussman, CD

Sorry, but results have not been forwarded by CD!

Correction: Please amend the 1999-2000 Indoor Point Totals as follows: In December, Gordon Dona earned 9 points, Bill Kuhl earned 9 points, and John Watkins earned 2 points. **Their FINAL totals then are: Dona 42, Kuhl 9, and J. Watkins 7.** This causes no significant changes in the standings. Gordon Dona remains in 3rd place. I apologize for the error. ---A. Petersen

Robert O. Knutson 78, died Jan. 27, 2000, at his home at 1000 23rd Ave.S.W., Austin, Mn. At a young age the family moved to Spring Valley Mn. where he attended the lower grades in school before moving to Grand Meadow Mn. The family then moved to Austin, Mn. where he attended high school graduating in 1939. He then began working for the city of Austin in the waste water treatment plant until joining the Army Air Force in 1942. He served in aircraft maintenance in northeast India early in World War II and later was stationed at Tinian in the Pacific theater. After the war he resumed working for the city of Austin until his retirement in 1980. He was an early builder of radio control model airplanes and a member of the Expermental Aircraft Association. Bob was a gas engine collector, particularly model airplane, inboard and outboard boat motors, and many other interesting mechanical devices.
He is survived by a brother Don S. Knutson of Nevada and a nephew Steve Knutson of New York.

Disposition of his model collection is still pending.

Submitted by friends and neighbors Argus Nelson, argnelson@deskmedia.com , 507-437-8518; and Donald Richardson, 2511 4th Drive S.W., Austin, Mn. 55912, 507-437-4717.

Donald Richardson


THE OPPEGARD TROPHY

The Minneapolis Model Aero Club
1216 N. 8th St.
Wausau, Wi. 54403

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