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MMAC
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Model Aero Club

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"Full Schedule of Indoor Flying at the Bloomington Armory for Winter 2006 and Spring 2007"

Monthly Meetings: Changes..Please Note!!!

Upcoming Events:

1. November 3…Meeting and flying session at the Bloomington Armory
2. December 1, meeting at the EAA at the Anoka County Airport..contest schedule for 2007!!
3. January 5…. meeting at the EAA at the Anoka County Airport
4. January 12…. Indoor Contest at the Bloomington Armory
5. February 2….Short meeting and Long Auction at the EAA, bring money and stuff to sell!!
6. March 2… meeting at the EAA at the Anoka Airport
Please note the above changes!!

Indoor flying Sessions:

Jack O'Leary has once again successfully arranged a full season of Indoor flying sessions. Earlier attempts to re-book the Burnsville High School were thwarted by a change in management there, and the new prices quoted would have bankrupted our well endowed club. So the alternative was to look into the Bloomington Armory and Jack was able to schedule 6 dates between November 3, 2006 and September 21, 2007 as flying sessions. Flying is open from 5:00 PM to 10:00 PM on these dates. Some of the sessions will coincide with MMAC club meetings. Meetings not scheduled to coincide with the flying sessions will continue to be held at the EAA building at the Anoka County Airport.

So here are the Indoor Session Dates at the Bloomington Armory:
****November 3, 2006 5:00PM to 10:00 PM**
January 12, 2007 5:00PM to 10:00 PM
March 23, 2007 5:00PM to 10:00 PM
July 13, 2007 5:00PM to 10:00 PM
September 21, 2007 5:00PM to 10:00 PM
****combined meeting and flying session**

Please note that the January 12th and March 23rd dates will be considered for contest dates. Jack will be checking into the Burnsville High School for a possible big Gym contest in April 2007

The Bloomington Armory:
We are privileged to once again use the:
"Army Reserve Gym" located at 3300 West 98th Street in Bloomington, just east of the Normandale Country Club, and adjacent to the Ice Arena. Take 35 W south to 98th street, west to the Armory. Donations will be collected to help the club defray cost of the $20 per hour rental fee. Come out and join us for these flying sessions.

OAKIE'S ORACLES

Per telecon:

The MMAC needs everyone to attend our meetings, flying sessions, and contests. Bring a friend, child, or grandchild to the MMAC events.

The club officers have maintained a good schedule of modeling activities, and we need your continued support. Offers to retrieve at outdoor contests have been extended. Just let us know how we can help to continue your experience of the fabulous free flying of models?

"Endless October" Lost Hills, California

by Dave Edmonson

I have been working for the past two years to get my qualification times posted for the US FAI team finals. I qualified in both F1A and F1B for the finals, but elected to only try for the F1A team, Nordic A-2 towline glider. To do both would have cost an additional $200 to hire timers, and I was not sure of my F1B models.

World Champion in F1A, Mike McKeever organized the team selection meet, and also coordinated the scheduling to include a FAI meet the weekend prior, the team selection contest on Monday through Thursday, and the World Cup contest called the Sierra Cup that weekend. So to take in all of the activities made for 9 days of flying with a couple of days in-between to process and test fly. Mike did a very professional job of running both the team trials and the Sierra Cup, and everyone appreciated his efforts

So I boarded a plane in Minneapolis on Friday October 9, and arrived at the Lost Hills field at 4:00 AM after picking up my model box and a chase bike at Tim Batiuks' home. I spent the next 3 hours unpacking my box and getting ready to begin flying 7 rounds of F1A and F1B at 8:00 AM. So I knew the first day was going to be a struggle with no sleep the night before (1 hour at a rest stop) and not having any time to get my models trimmed. I managed to complete both events on Saturday, dropping only my first round in Wakefield, F1B. Sunday October 11 found a beautiful morning and within the first 20 minutes I had two maxes in F1G, the first being an extended 3 minute max. I managed to max out in F1G to make the flyoffs. In the flyoffs, I launched into the edge of some bad air, and my model was down in 2 minutes for fourth place. I have been flying my simple Alexei Bukin models in Coupe, red center panels, silver tips and tail-feathers, and they have been flying really nice.

Monday was the day to process models for the USA team finals. Also a day to get everything flying well for the contest the following morning. I had the fortune to have a bad servo in one of my new F1As, and had to scramble to get one from Bakersfield, install it, and test out the model.

The team finals are held over a two day period for each event. So Tuesday F1B and F1C were scheduled, and F1A flyers did the timing. Wednesday, the F1C flyers were the timers, and Thursday the F1B flyers. But on Tuesday the wind was blowing between 15 to 20 mph, and they postponed the first round for 1 ½ hours hoping that the wind would abate, but it got worse, and it was not until 2:00 PM before the wind dropped enough to schedule the first round for 3:00. So I only got to time 2 rounds of F1B and F1C. The two events being flown on any day had a 30 minute window for each event with a 10 minute break between the events. So F1B started at 2:30 PM and went to 3:00PM, and F1C commenced at 3:10 and went to 3:40. At this time the wind was 10 to 15, and it was getting late in the day with cool temperatures.

On Wednesday F1A started during the late round. First flight was to be a 4 minute max. This flight got me at the last team trials, and I certainly did not want to drop that one. I made it through the first day with a perfect score, and was ready to start the second day. On the first day I put one up into a big thermal and the model climbed to 800 feet prior to DT, and landed 5 poles down the flight line. Most flights required a ½ mile chase on the chase bike.

Thursday began with another first round of the day, the early round, with a 4 minute max. I put up the first round flight which looked really good, got on my bike, and had lost sight of the model. I found it much closer to the flight line than expected, so was wondering if I made the max or not? Upon returning, I found out that the model never dropped in altitude, and there was a wind switch that brought the model back and then it DTd for an easy 4 minutes. I maxed the next round also, and the pressure was building. There were only about 6 of us clean at that point. Going into round 10 I watched Andrew Barrons model doing nicely, and decided to join him. But for some reason, I just plain forgot to give the tow a good run and got a bad launch. Not only was the launch much lower than normal, the air was bad down below, and the model struggled to make 2:06. I also watched Brian Van Ness make a late round launch, and his model looked like it would be down in 1:30. But as it got over the flight line, he had some helpers trying to stir up the air, and from 50 feet managed to keep it up for the max DTing at about 30 feet. Brian was the only one able to make a clean sweep of maxes. Going into the last 3 rounds, there were a few like Pete McQuade from Denver, and Mike Fedor from Texas who had never been on a team before, and still had perfect scores. Pete dropped badly the next round,

and Mike dropped his last two rounds to be eliminated from contention. I flew the final two rounds successfully with only that one dropped flight, and missed the team by 30 seconds finishing in 4th place.

The 13th round, the last one, was very interesting. I had my line strung out for the tow, and several flyers had just released prior to a dust devil, and were going up in a strong thermal. Just after the dust devil passed, I launched into 15 mph wind, just behind the dust devil, and also went up in the boomer. I had seen this done before, and figured with the wind coming up this was my last chance for some good air. The model went to the edge of the field, and I went chasing it. After not finding it, I quickly began my return to the flight line for the next round with another model, when Martin Schroedter met me and told me that my model was down in a pit, and the contest had been called after the 13th round because of the windy conditions. So I went and retrieved my model, disassembled it so that I could make it back to the car in the dust storm, and checked in at the score table. I was pleasantly surprised to find out that I finished fourth, and I needed to bring my two models and towline in for processing.

Brian Van Nest finished with a perfect score, Ken Bauer had dropped about 10 seconds on one flight, and Steve Spence dropped 19, and I dropped 54. Being in 4th place means that I am an alternate for the US F1A team, but the 3 people ahead of me are all very certain of retaining their place at the World Championships to be held in Odessa, Ukraine, late next June. So I came very close to making the team, just lacking one more good flight.

The level of competition is always outstanding at these contests. The guys on the West Coast have a distinct advantage in being able to attend 10 of these contests at Lost Hill each season. The "Lone Ranger" from Minnesota is lucky to get in 2 of these competitions annually, and at considerable expense and time away from home.

The final weekend at the Sierra Cup, my luck was quite poor in the towline glider events, but I was also flying F1B and F1G. I was perfect in score on both of those events until the very last round, and dropped a flight. But I was able to help my good friend Vasi Beschasny and watch him win the F1A event, his second first place performance this year in a major World Cup event with the same model, and also his performance in the F1H towline event. In the flyoffs, Vasi towed so far up wind that he had to be watched through binoculars to see when he launched. His yellow and white Buntbone flew beautifully following him in the tow, circle towing, and bunting very high. It was a delight to watch this model bounce upward with every disturbance in perfect harmony with the air currents. Now if only I can make that model fly as well!

Contest Standing- October, 2006

F-NAME	L-NAME	06 Points
Dave	Edmonson	90
Gordon	Dona	39
Dennis	Mills	36
Warren	Ringlien	33
Calli	Olson	23
Dennis	Sussman	18
Gary	Oakins	18
Aaron	Petersen	13
Joshua	Brown	12
Jeff	Ringlien	11
John	Watkins	10
Jim	Anderson	8
Jim	Jorgenson	7
Greg	Thomas	7
Jeff	Welliver	6
Dale	Mendenhall	5
Jim	Ladwig	5
Don	Spehn	4
Bob	Griffiths	4
Mel	Roy	3
Don	Berggren	3
Dan	Dorsch	3
Herman	Fessler	3
Jerry	Jagerson	3
Dave	Kruse	2
Duane	McDonnell	2
Gary	Fessler	2
Scott	Gleason	1

Club point totals: The above totals will be given in each newsletter. Points are calculated by 3 points for a first place, 2 for second, and 1 for third, but if there are more than 3 entries, you start at the bottom and work up. You always get a point for flying an event!! This seems fair in that you get more points for a contended event. The scoring is quite simple, and if you find any errors in the tabulation, just let me know, sometimes I can't add correctly!

"Ye editor and point totaller"

October, 2006: ***Oktoberflug,*** *CD: Dave Braun*

Weather conditions: Slightly breezy, 90 second Maxes

P-30

	Time, seconds
1. Gordon Dona	268
2. Warren Ringlien	220

A/B/C/D NOS Gas

	Time
1. Dennis Sussman	242
2. Gary Oakins	90

Embryo

	Time
1. Jeff Ringlien	72
2. Dennis Mills	51

Mulvihill -

	Time
1. Warren Ringlien	180
2. John Watkins	139
3. Jeff Ringlien	116

HLG/CLG

	Time
1. Gordon Dona (HLG)	145
2. Dennis Mills (CLG)	78
3. Warren Ringlien (CLG)	67

ABCD Gas

	Time
1. Gary Oakins	270

½ A NOS Gas

	Time
1. Dennis Sussman	83

½ A Gas

	Time
1. Dennis Sussman	90

September 10, 2006: ***Mini-Model Contest,*** *CD: Dale Mendenhall*

Weather conditions: Cloudy day with 5-10 mph east winds. Models flew just off the field on maxes.

Junior Event

	Time, seconds
1. Calli Olson	40
2. Joshua Brown	29

1/2A/A/B/C/D Gas

	Time
1. Dave Edmonson (A)	360
2. Dennis Sussman (C)	152

1/4Nos/020 Rep

	Time
1. John Watkins (Rep)	303
2. Gordon Dona (Rep)	271

P-30-

	Time
1. Gordon Dona	348
2. Dave Edmonson	249
3. Warren Ringlien	248
4. Jim Jorgenson	65
5. Mel Roy	47

HLG/CLG

	Time
1. Dave Edmonson (CLG)	132
2. Gordon Dona (HLG)	95
3. Warren Ringlien (CLG)	76
NC Dave Edmonson(HLG)	71
4. Dennis Mills (CLG)	62
5. John Watkins (CLG)	38
6. Joshua Brown (CLG)	16

PeeWee 30

	Points
1. Joshua Brown	587

Embryo

	Time
1. Dennis Mills	84
2. Calli Olso	20

Old Time Rubber

	Time
1. Jim Jorgenson	163
2. Dennis Mills	25