President: Gary Oakins
(651)429-3150
[gjoakins@comcast.net]
Secretary: Dave Edmonson
(612-220-5239)
Vice Pres.- Jack O'Leary
(952)888-0638
Treasurer:
Don Berggren

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Newsletter Editor: Dave Edmonson 4747 Westminster Circle, Eagan, MN 55122
Tele: 612-220-5239 email: dedmonson@comcast.net 3rd& 4th Quarter, 2008

"Bloomington Armory Indoor Flying & Meetings begins December 5"

Upcoming Events:

1. December 5, 2008:
Meeting and Indoor Session, Bloomington Armory. 7:00 PM to 10:00 PM, all sessions.
Event of the session: Bostonian
Sussman engine collection to be shown with prices. See last page of this issue.
2. January 9, 2009!
Please note the January meeting will be the SECOND Friday, along with another Indoor Session. Last chance to purchase from the Sussman engine collection.
3. February 6, monthly meeting, Anoka County Airport
4. February 13, Bloomington Armory Indoor Session
5. March 6, monthly meeting, Anoka County Airport
6. March 20, Bloomington Armory Indoor Session

Meeting Minutes:

Secretary Lost at Lost Hills for Sept and October meetings, no minutes taken.

November 7, 2008: 10 in attendance. New visitor, Jack Baldus. Bloomington Armory to be the site of December 5 meeting. Bostonian is the event of the night. Club meeting begins at 8:00 PM, indoor flying before and after. Gary reported that John Hirtes is no longer the secretary for the national SAM after his wife passed away suddenly. The SAM club meeting has been integrated into the MMAC business meeting, so we are now a common MMAC/SAM group. (probably more discussion needs to be done about what all of this means?) Jim Cournoyer brought in a pretty model of a 1930 "Air Cadet", electric powered with a 20 watt motor, 2 cell LiPO battery (700 watts). The plane weighed 270 grams, 9 ½ ounces, and flies for approximately 25 minutes on a battery charge. Gary Oakins showed more of Dell Marchants slides, and we played the "who is that game" with our failing memories.

OAKIE'S ORICALS

Have a nice ThanksGiving! Summer is over. Soon the Pres. will be ice fishing and you rubber heads will be flying indoors. There are two contests and the Turkey Shoot remaining before we receive snow up to our eyeballs. I will no longer prognosticate weather for our contests. When I forecast light winds and thermals we get wind and down air.

The August Almost Silent was well attended. The weather was great. Celebrating Aaron Petersen's 66th birthday highlighted the affair. Aaron brought subs, beans, salad, chips, and pop to share with all. Happy birthday and thanks for the treats.

Club members Dave Braun, Jeff Ringlien, Steve Oakins, and I competed at the '08 Nats.

Jeff placed 4th in the Jimmy Allen event. Dave, Steve, and I did not place. Steve's hand launch and catapults are flying great. He managed two maxs but no cigar; i.e. didn't place. This was Dave's first Nats He had a great time. Dave camped in his tent at Muncie. He enjoyed the fresh air with the exception of Monday night. The thunderstorm Monday night lasted 6-8 hours. The winds were 40-60MPH with 3 inches of rain. Steve and I were in Steve's trailer where we kept nice and dry.

Tony Saunderson and I renewed our friendship at Muncie and shared a couple of pints together. He is the current president of the CIA (Central Indiana Aeromodelers). Word has it he is doing an admirable job. Ronnie Thompson, infamous power flyer, flew my u-control slow combat plane. We wanted to fly the Dina Jet but had a blown reed valve so no flight. The jet will fly at the '09 Nats.

It was good to have Bud Romak back in the fold after he missed the '07 Nats. Bud promises the return of the "Gin-U-Win" competition at the '09 Nats. The "officials" Paul Andrade and Bill Vanderbeek will also return next year. Come and compete at this affair. It will be your highlight of the '09 Nats

Jack O'Leary is in the process of securing dates for indoor flying at the National Guard Armory in Blomington. We will fly November through April. The dates will be announced at a future time.

I must sign off. I have numerous wings to repair. I managed to fold a few at the Nats. Carbon fiber will be used extensively. See you at the contests.

GARY

Note from Dell Marchant, Sparks, Nevada
MMAC member November 3, 2008

Hi Dave.
In cleaning up old stuff, I found I had a Nordic stooge I bought at a club auction a few years back. It was built by Tom Gustafson. I know Herm used one for a while, and said it worked fine. If you, or anyone you know, would like it you can have it for the postage.
Photo attached.

Also attached are pics of my 020 Hustler. I got a second at the NorCal in April. It got one good flight, and then seemed to lose its trim. Very windy that day, so no use trying to re-trim. Flew it a few weeks ago here and it went fine.

Turned 80 last month, but still trying to get a few flights in every week or so.

I really enjoy reading the club bulletin, so keep up the good work.
And good luck in the FAI program.

Thermals, Dell.

Dell's little Hustler. (Dennis Sussman had one almost completed also, just needed to cover it.)





July 12, 2008: ***Summer Meet,*** *CD: Don Monson*

The Summer Meet winds greeted us as we flew from the field just west of Jeffery on the south side. As a result, the contest was called early after a few brave flyers put up some flights. Gary Oakins was one of the brave flyers putting up 3 maxes in Large Gas, way to go Gary! Jim Jorgensen flew his old-time rubber model in both the MMAC rubber event, and SAM rubber event, and he only needed one flight in each to win. He also spent a good deal of time searching for it in the corn field, which was only waist high at this time. Winds were probably in the 15-20 mph range.

F1G (3 flights)

	Time
1. Dave Edmonson	302

SAM rubber

	Time
1. Jim Jorgensen	45

Large Gas

	Time
1. Gary Oakins (Bgas)	360

MMAC Rubber

	Time, seconds
1. Jim Jorgensen	86
2. Dave Edmonson	58

HLG/CLG

	Time
1. Dave Edmonson(CLG)	107
2. Dave Kruse (CLG)	73
3. Duane McDonnell (CLG)	67
NC: Dave Edmonson(HLG)	X97

P-30

	Time
1. Dave Edmonson	305
2. Jim Jorgensen	108

August 16, 2008: ***Silent Meet,*** *CD: Dave Edmonson*

Weather conditions: Morning with light winds, picked up by late morning to 10-15. We flew off of Jeffery, winds were from the west/south west, and we navigated the soybeans that were planted in the center of the field this year. John Watkins flew many flights on his electric powered free flight model which went pretty well. Duane McDonnell came through on his last catapult flight and won the HLG/CLG event. 11 entrants made for our largest number of entrees for the season. Most of the guys bailed about 4:00 which left me wondering if maybe we should cut off our contests earlier in the afternoon? Gary bailed earlier after a few more episodes requiring carbon repair! Prizes were mostly handed out at the next club meeting.

HLG/CLG

	Time
1. Duane McDonnell (CLG)	199
2. Jeff Ringlien (HLG)	174
3. Steve Oakins (HLG)	106
4. Dave Edmonson (CLG)	97
5. Joshua Brown (CLG)	62
6. Don Spehn (CLG)	46

Embryo

	Time
1. Aaron Petersen	203
2. Don Berggren	171
3. Duane McDonnell	161
4. Jim Jorgensen	24

P-30

	Time
1. Jim Jorgensen	210
2. Don Berggren	163

Towline Glider, 3 flights

	Time
1. Dave Edmonson	245
2. Joshua Brown	189
3. Gordon Dona	99

F1G, 3 flights

	Time
1. Gordon Dona	301
2. Dave Edmonson	240
3. Joshua Brown	80

Mulvihill

	Time
1. Gordon Dona	291
2. Gary Oakins	240
3. Jim Jorgensen	214
4. Aaron Petersen	120

Junior Event

	Time
1. Joshua Brown	52

Electric Free Flight

	Time
1. John Watkins	64

Gas Event

	Time
1. Dave Edmonson	360
2. Gary Oakins	120

Scale

	Score
1. Aaron Petersen	93
2. Jim Jorgensen	91

Old Time Rubber

	Time
1. Aaron Petersen	93
2. Jim Jorgensen	91

2008 Oktoberflug Report by CD Dave Braun

Here are the results from the 10/4 contest. Pretty nice day with good air mid morning before things flattened out a bit later. Number in parentheses is total event entrants.

Large Gas (2)

1. Dick Bloomquist 120 120 _ - 240

Small Gas (4)

1. Gordon Dona 120 120 120 - 360
2. Gary Oakins 79 55 - - 134

HLG/CLG (3)

1. Jeff Ringlien 120 45 39 - 204
2. Dave Braun 28 28 44 - 100
3. Steve Oakins 37 26 27 - 90

Mulvihill (5)

1. Gordon Dona 120 120 120 +180 +240 - 780
2. Gary Oakins 120 120 120 +125 - 485
3. Dave Braun 55 120 86 - 261
4. Jack O'Leary 106 120 - 226
5. Aaron Petersen 120 - 120

P-30 (6)

1. Dave Braun 87 120 120 - 327
2. Gordon Dona 120 120 80 - 320
3. Don Berggren 60 100 120 - 280
4. Jim Jorgensen 93 44 40 - 177
5. Aaron Petersen 87 - 87
6. Steve Oakins 50 - 50

2008 Club Points, November

08 Points	L-NAME	F-NAME
74	Edmonson	Dave
49	Dona	Gordon
34	Petersen	Aaron
28	Jorgenson	Jim
24	Ringlien	Jeff
22	Oakins	Gary
14	McDonnell	Duane
13	Oakins	Steve
11	Braun	Dave
10	Brown	Joshua
9	Berggren	Don
8	Mills	Dennis
6	O'Leary	Jack
5	Spehn	Don
3	Mendenhall	Dale
3	Ladwig	Jim
3	Griffiths	Bob
3	Bloomquist	Dick
3	Kruse	Dave
3	Thomas	Greg
3	Watkins	John

Club point totals, as of November, 2008: 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"

Rocky Mountain Championships, Labor Day Weekend, 2008

By Dave Edmonson

Rick Pangell has been asking me to come out to Denver to fly on their humongous field for several years. I decided to skip the Nationals this year, and loaded up 3 boxes of models into my good van, and Bonnie and I made the trip.

This contest is top notch and draws contestants from the Midwest to the West Coast. It is a 3 day contest starting on Saturday, and goes through Labor Day. It is a good time, with many events and unique awards. The Magnificent Mountain Men of Colorado know how to throw a good meet! The first two days, the wind played a big factor in flying. But even so, engine runs were 9 seconds for AMA events and 3 minute maxes, so significant chases resulted. On the first day and on my first flight on my MaxBird (beefed up T-Bird), it DTd at 2:45 and kept right on going. Unfortunately, it was one of the 5 events that I signed up for the Grand Champ competition, and I only missed that by a few points. The Walston signal lasted for over 15 minutes, and the wind was blowing at 20+ when I was walking down into a valley. I tried to pick up a signal the next day, but did not realize until too late, that the model was probably in the next county, and did not try out that far. The wind direction on all days was down into the valley, so just about every flight found you walking back uphill to the flight line, and at 6000 feet of altitude, so you had to take deep breaths. The prickly pear cactus were brutal, and several times I had to stop to pull the ones out that were sticking through the top of my shoes, from the top back out the bottom, the same way that they went in! The third day found the wind subsiding to a reasonable speed, and the chase distances were reduced. I found that my Norvell engines had good power there, but the Cox engines were SICK. Evidently they need special tweaking to get them to put out any power at that altitude.

On the first day, Rick said that we would skip breakfast..normal for him, and we would grab lunch on the field. Well I was out chasing some long flights, and got back too late for lunch. Kept on flying and chasing all day, and after some late afternoon looking for my MaxBird after the contest had ended, found Rick and I dragging into the barbecue banquet at 7:30 PM with most of the food gone. But they did order us another platter, and it was great. But man that was a long day with only beverages and no food, and chasing every flight by foot at 6000 feet.

After the third day of flying they had a watermelon feed under the lunch tent with plenty of chairs. Points were totaled, and a very fine plaque with the picture below given out to all contestants onto which they could stick their individual event wins. This contest rivals the NATS, and I will try to make it again next year. Anyone want to ride with? I have plenty of room for models and gear. It is 14 hours of driving, so you can make it in one day.



On the far right in the back, me after a good morning of flying on the second day. Placed first in both F1G, and F1H that day. Rick Pangell just in front of me kneeling with my F1H. Larry Kruse holding up his Hustler, he has been building quite a few of those. A few more of the contestants, Herb Kothe with which shirt? Bill VanderBeek, Paul Andrade, Mark Sisk in the front row center flying one of the F1Gs that I sold to him earlier this year. Don DeLoach did a good job as CD and flying after delegating enough help to allow him to find a lot of flying time. Bob Hanford taking power honors and trying to up his NOS gas NFFS point totals, I think he was in the back row with the red wing and blue fuselage. He was engine swapping to get more events in…kind of like Tim Johnson. We missed Bob Hanford the elder this year, who was under the weather.

Dennis Sussman Engine Inventory, November 2008

Engine#/box	Engine	Price	Quantity	Note
#1/1	Holland Hornet .051	$50	1	With tank
#2/1	Holland Hornet .049	$50	1	With tank
#5/1	Vivell 35 ignition	$125	1	
#6/1	Enya 15 diesel	$85	1	
#7/1	McCoy 049 diesel	$45	1	
#1/2	Cox TD 049	$25	1	Press fitting
#2/2	Cox 049 SpaceBug	$70	1	
#3/2	Cox 049 Thermal Hopper	$75	1	With bird cage mount
#4/2	Cox TD 020	$58	1	
#5/2	Cox TD 09	$45	2	With some add parts
#6/2	Cox 020 PeeWee	$15	1	With spare tank
#7/2	Cox 049 Space Hopper	$50	1	
#8/2	Cox TD 051	$25	2	
#9/2	Cox TD 15	$40	1	Spare plug
#12/2	Cox 15 Olympic	$65	1	
#13/2	O & R 23 ignition	$125	1	
#1/3	Cameron 19	$60	1	
#2/3	K&B 15 GH	$30	1	
#3/3	K&B 6.5, FR .40ci	$70	1	
#4/3	K&B 4.9 29 FR	$45	1	
#5/3	K&B .40ci, FR	$45	1	
#6/3	O & R 19/23??	$50	1	
#7/3	K&B 6.5 RR, .40ci	$55	1	
#1/4	SuperTiger G15 FR	$35	2	
#2/4	Atwood Shriek .049	$70	1	
#3/4	Wasp 049	$50	1	
#4/4	Super Tiger 45 FR	$85	1	With fuel pinch off
#5/4	Norvell 049	$25	1	
#6/4	Super Tiger 15 diesel	$85	1	
#7/4	OS MAX 29, steel fin	$45	1	
#8/4	Norvell 061	$25	1	

Editorial Notes: To see this issue in full color, go to the NFFS club newsletter website:
http://www.freeflight.org/community/club_newsletters/index.htm

To see the latest issues in free flight topics, go to:
http://www.freeflight.org/phpBB2/index.php

To see this editor rant and rave about RC and GC use to alter FAI free flight scores:
http://www.freeflight.org/phpBB2/viewtopic.php?t=846
or
http://www.freeflight.org/phpBB2/viewtopic.php?t=861

FAI free flight flyers have been using RC to affect the outcome of free flight contests along with "GC" ground control to create thermal bubbles under downer flights. You have to have a downer team in order to win on the West Coast. How much time do you need for a max, it can be had with a downer team.
More about this next issue along with stories of my 12 days and nights camping in a tent trailer in the desert without a shower! Did have water though. Talk about saving water and being green…or brown? How does a tent trailer hold up in a 60 mph sandstorm?