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Minneapolis Modeler

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"September 12, Mini-Model Contest Oktoberflug Contest, Oct 17 "

Upcoming Events:

1. Sept 4, SAM and MMAC Club Meeting Anoka County Airport
2. October 17, Oktoberflug Contest, NorthBranch, Dave Braun, CD
3. Possible Fall picnic at the Oakins, further details later

For the Upcoming Contests: Encourage your friends to join us for our next contests.

Sad Note: Longtime power flyer Jim Anderson passed away on August 22, 2009. Jim was a regular attendee at our MMAC contests and loved flying the small power and rubber events. He frequently brought with his wife, daughter, and son-in-law Dan Peterson. His daughter enjoyed chasing his flights. Jim was always pleasant to chat with, and we will miss his friendly smile. Thermals to Jim and his family!

Desperately needed: Please contact Duane McDonnell if you have the following (he is willing to pay big bucks!)

Duane McDonnell is looking for a CO2 engine called a Campus A23 by Brown. The A23 is usually sold with a 4 ¼" prop and 23cc fuel tank. He would also like a charger.

Duane has built many CO2 powered models, and has lost several which prompts this inquiry.

If you have one that you are will to sell, please contact him: 11460 Fairfield Road West, #103, Minnetonka, Minnesota, 55305 Telephone: 1-952-544-0887 …….

Meeting Minutes:

August 7, per Dale: 10 in attendance
Possibilities of working with senior citizens this winter is looking better. Gary Oakins, Dave Edmonson, Andy Ringlien and children did well at the NATS. Fall party wil be scheduled for later in October, Oakins will host.
The club received a check fomr the Nilsen-Simonson fund to finally close the memorial fund. It was split between the MMAC and Minneapolis Piston Poppers.
Jeff Ringlien brought up the question of holding contests on Saturday or Sunday. Is contest attendance down because we switched to Saturdays two years ago? We will discuss this topic this winter. Meeting was adjoured and a video shown.
Jeff Welliver won the raffle.
Editors note: since Dale Mendenhall has done such a swell job of filling in for the ever absent current secretary, he is hear-by nominated for secretary for 2010!

Future club discussions:

1. Is the structure of events for 2009 OK for 2010? Is the combination and lessening of the number of events acceptable?
2. If you enter more than one class in the same event, should you be allowed to receive club points and multiple placing in that event? There is some confusion on this issue.
3. Gary would like someone to step forward and take over the prize committee duties!

OAKIE'S ORACLES

Sorry, I do not have much to report. As usual summer goes too fast. The cool temperature has been a welcome treat. The contestant entries at our meets leaves much to be desired. Too much wind, hence many stay home. The July meet drew 10-12 entries' the other contests 5-6. Hope all can make the Sept. and Oct. contests.

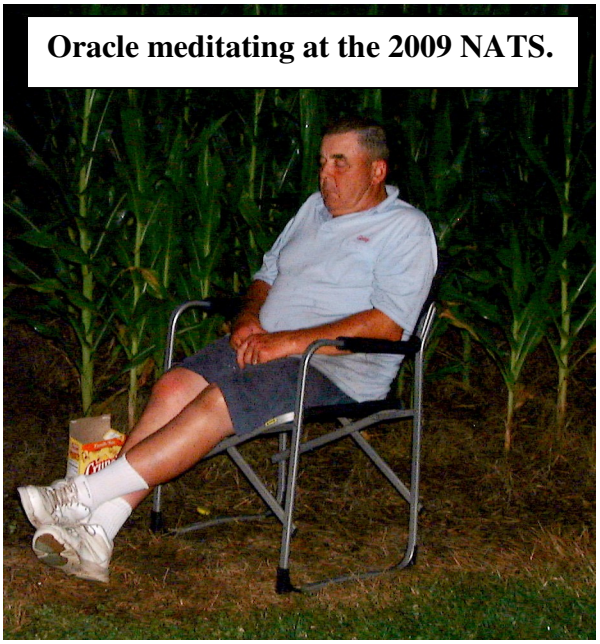
The 2009 Nats drew about 200 contestants, about the same as '08. The weather was great. The wind was low, the day temperature in the low 80's. Dave Edmonson and I tented for the week, cool enough at night to require a blanket. Dave tells me my sleep talking included profanities, groans, and other noises. He said it kept him awake, I slept great! (Ed. Gary did not notice that I parked my van between our tents after the first 2 nights, helped a bunch) As I say every year, if you have never attended the Nats you're missing the best Free Flight in the world.

We are in the process of obtaining an indoor site for the winter. All agree we need indoor flying to keep our club alive.

We hope to have a party this fall. It's still up in the air. If it's a go, we'll send an invitation to all. Unrelated, Judi and I got a ride in a Ford Tri-Motor, Aug 16. Great flight.

Keep building, keep flying, keep in touch, see you at contest, see you at the meeting and thermals forever.

GARY



Oracle meditating at the 2009 NATS.

Free Flight Notes:

NFFS digest: The August 2009 issue which has mistakenly a May 2009 date on it, has been put together by Don DeLoach. Don is a member of the Denver Magnificent Mountain Men club, and he has featured many good articles in the model magazines in the past few years. Don has taken over the editors task for the digest, and it looks much more balanced for AMA and scale events and things of interest other than just FAI stuff. If you are not a member of NFFS, you should become one or renew again, because the Digest is now packed with great articles of interest. For example new Mulvihill model by Paul Andrade, how to keep your power models clean after flying, how to restore an engine, wing shape (rectangular vs elliptical), and a bunch of neat pictures and editiorials. Two year membership is $48 and includes the digest. Send payment to:

NFFS Membership Office

118 Gentry Circle

Lafayette, Louisiana 70508-6326

For those of you who have not paid for MMAC membership this year, or for the newsletter, please remit to: Don Berggren, MMAC treasurer, 7503 Irish Ave. So., Cottage Grove, MN, 55016-2064

July11, 2009: Summer Contest, CD: Dale Mendenhall

By Dave Edmonson

After the weatherman promised us winds out of the west/southwest, we setup at the west side of the west field, opposite of the point. Winds started out light from the north/north east, and never did fully switch to the west. Later wind was from the north/northwest, and not too bad. 90 second maxes were chosen because of the wind direction. My second flight with the Ramrod 600, just having been repaired and flying good again, landed in the woods to the west. It is still there waiting for recovery. Gary Oakins flew one flight, and it was flying over the same area, but luckily, the wind switched and pushed it out over the field prior to DTing. Good thing, because he was going to enter it at the NATS in several events. Jack O'Leary flew his big rubber model for a long flight late in the contest, too long of a fuse, and several people searched after the contest without success.

We had 10 entrants, and the highlight of the contest was Gary frying the fish that he had promised for the Picnic Contest. I almost did not get back from retrieving in time, but luckily got in on the last of the fish. Thanks for the great fish fry Gary!

HLG/CLG

	Time
1. Dave Edmonson(HLG)	193
2. Jeff Ringlien (HLG)	190
3. Dave Edmonson (CLG)	162
4. Dave Kruse (CLG)	69
5. Joshua Brown (CLG)	59
6. Joshua Brown (HLG)	33

Large Gas

	Time
1. Dave Edmonson	121
2. Gary Oakins	90

Small Rubber

	Time
1. Aaron Petersen	270
2. Gordon Dona	260
3. Dave Edmonson	241
4. Don Berggren	130
5. Aaron Petersen	11
6. Jeff Ringlien	7

Small Gas

	Time
1. Dave Edmonson	183

Large Rubber

	Time
1. Gordon Dona	270
2. Jack O'Leary	180
3. Aaron Petersen	70

August 15, 2009: Silent Meet, CD: Gary Oakins

Weather conditions: Once again rain was in the forecast, but it held off until the contest ended. As a result, many of our fair weather fliers stayed home. But 6 of us took advantage of the day to do some flying! The winds were about 10-15mph, and flying from the point, flights were going to the north/northwest. Once again, maxes were held down to 90 seconds, because the winds were expected to increase, and at times it did. I was flying my Starduster X 1/2A model in the gas event, and screwed up my last launch. Gary was looking for an easy win on his last flight. While I was out chasing, Gary put up his last flight. I looked upwind to see it, but it was nowhere in sight. When I returned the score sheet showed Gary beating me by only 10 seconds. I asked him why he did not really trounce me to make it look good. A short time later he confessed that his model folded a wing after launch, and it took the wing 51 seconds to land, beating my 41 seconds. I told him that I was truly sorry to hear that, but for some reason, he did not believe me? Gordon Dona put in another perfect score in small rubber, and since Aaron Petersen did not show up with his high scoring Embryo model, he got the win. John Watkins launched his power ship, previously untested, and to everyone's surprise, it flew perfectly for a long max. Gordon helped him retrieve, and upon returning, had convinced John that he had used up ALL of his luck on the first flight and to save the model for next time, with a few fixes, to make it max without all of the luck factor.

Towline Glider

	Time
1. Dave Edmonson	257

Gas

	Time
1. Dave Edmonson (1/2A gas)	221
2. Gary Oakins (A gas)	180
3. John Watkins	90

Small Rubber Time, seconds

1. Gordon Dona	270
2. Dave Edmonson	225

Large Rubber

	Time
1. Dave Edmonson	270
2. Jeff Ringlien	126

HLG/CLG

	Time
1. Dave Edmonson (CLG)	137
2. Dave Edmonson (HLG)	132
3. Don Spehn (CLG)	71
4. Jeff Ringlien	43

NATS notes: by Dave Edmonson

The free flight NATS were held the last week in July this year, normally first week of August. The weather generally cooperated and the temperatures were not nearly as hot and humid as usual, which helped us old guys playing with our toy airplanes for a week, keeping us in a much better mood and health.

Andrew Ringlien and family, Warren's son, Jeff's brother, brought his whole family there for the week. They stayed in a tent trailer, Andy, wife, and 4 kids, a couple of bikes and another trailer which Jeff towed down. Andy could be seen working in the other trailer at night by flashlight getting things prepared for the next day. Andy and his son Larson, and daughter Hannah did quite well placing in several events.

The other Andrew, who also brings his whole family to stay in a tent or two is Andrew Barron from Connecticut. He also has several children, maybe 5 who fly in several events, and they even brought the grandparents with. When the weather conditions get bad, they send some of the less hardy to the motel in town. They are so dedicated to the sport of free flight, that they own a sod farm in Wawayanda, New York and host most of the events in that part of the East Coast.

This year I tried tenting on the field, and survived. I was going to borrow my son's tent trailer, but it was taken for that week, so another son loaned me his teepee. I found that it was difficult to get prepared for events for the coming day, because everything was crammed into the car, and you certainly cannot work on a model in a tent, especially when it is raining. I did find another use for the air mattress, when the tent was leaking over my cot one fine night. Placed over the cot, it shed water pretty well.

I was going to fly a couple of events on Tuesday, F1H (small towline glider event), and Starduster X. I went over to the F1H flight line, and got there a ½ hour early, and then started fiddling with the timer. Well I almost missed the first round trying to get the thing set right, but did manage to max the first two rounds. Round 3, the model was flying even better, but hit some bad air, and was down 20 seconds short. Round 4, hit some nice air, and after 4 minutes figured it was time to head for the car with my Walston receiver. Off the field and down the back roads for 7 miles before I caught up to my model which was then landed about 30 yards from the road. Starting round 5, several flyers had perfect scores, and I did not have time to fix my malfunctioning timer. So I put up round 5 flight, wound up my line, and ran back to the car for another chase with my Walston. Down the same 7 miles of road, and another 5 miles before I lost the signal. Turning the gain up, and backtracking, I got the signal again, and spent about an hour tramping through the briars and woods prior to locating it in a land fill with an 8 foot barb-wired fence. Squeezed through the gate like a fat mouse, got the model, stopped at the nearby town for a McDonalds gut bomb, nails, and a choke, and headed back to the field 12 miles. So I get back to the field about an hour after the event is over, hoping to get at least a fifth place award. So there sits a group of the flyers and the event director, and I head out to see if I had placed. They have this silly grin on their faces, and it turns out that everyone else bombed out the last round, and I received my first F1H winning plaque at a major event! But it was too late to fly Starduster X, and my blood soaked legs from the briars brought frequent stares, so I called it a day! Actually the long chases were quite exciting, especially when I did not even see the model once after I got in the car for the two retrieves.

2009 Club Points, August

09 Points	L-NAME	F-NAME
55	Edmonson	Dave
12	Petersen	Aaron
11	Dona	Gordon
10	Oakins	Gary
9	Ringlien	Jeff
5	Jorgenson	Jim
3	Oakins	Steve
3	Berggren	Don
3	Brown	Joshua
3	Kruse	Dave
2	O'Leary	Jack
2	Spehn	Don
1	Watkins	John

This year the one design event was 1/2A Spacer. I was going to build a new one prior to the NATS, but was really working on fixing up my basement all summer. So a week before the NATS, started packing up all of my toys, and scrounged enough parts and repaired them so that I could fly the Spacer event. I flew my first Spacer at my first NATS in 1956, and planned to fly it with my original engine. But test flying proved that it was not until I put on the third engine, a Holland Hornet, that the model would perform. I put in two maxes and the third flight climbed even better, but it ended up in a deep recovery dive that lost ½ of the altitude, and a very short last flight. But it was neat to get a third place in this event, and a certificate with Sal Taibi's signature in a Nostalgic, for me, event.