President: John Watkins
Tele: 1-763-525-1701
Email:
jwatkins@gaslightconversion.com

Vice President: Gary Oakins

Secretary: Dale Mendenhall

Treasurer: Don Berggren
Tele: 1-651-459-6140

Minneapolis Modeler

Issue #323 September thru December, 2010

Dedicated to the encouragement and advancement of Free Flight
Published four times each year by the Minneapolis Model Aero Club

MMAC
MINNEAPOLIS Model Aero Club

Annual Dues: $25. AMA Senior:- $5. AMA Juniors- Free
Newsletter Only: $6.00

Newsletter Editor: Dave Edmonson 4747 Westminster Circle, Eagan, MN 55122
Tele: 612-220-5239 email: dedmonson@comcast.net 4th Quarter, 2010

"Meeting, December 3, Anoka Airport! Indoor Sessions Scheduled, Winter 2010/11

Upcoming Events:

1. *December 3, MMAC Club Meeting Anoka County Airport, 7:30PM, business at 8:00*
2. *December 17, Friday, 2010, Bloomington Armory Indoor Flying*
3. *January 7, MMAC Club Meeting Anoka County Airport, 7:30PM, business at 8:00*
4. *January 14, Friday, 2011, Bloomington Armory Indoor Flying*
5. *February 4, MMAC Club Meeting and "Auction" Anoka County Airport, 7:30PM, business at 8:00*

Upcoming Indoor Sessions: Encourage your friends to join us!

The following dates were reserved: (December 17, 2010), (January 14, 2011), (February 18), (March 18), and (April 15, 2011). Doors open at 6:30 pm, and need to pack up by 9:00. The door entry fee for flyers and spectators is $5, pay promptly upon arrival, no charge for kids under 18. According to Jack O'Leary, "you doddering old farts flying toy planes need to be promptly out prior to 9:00 PM".

Meeting Minutes: 2010

August 6, per Dale: 9 in attendance

Discussed MMAC club jackets, caps, shirts, etc for a possible club purchase. Treasurers report accepted. John Watkins reported on a very small video camera which may be useful for spotting lost models if used in a RC model for air search. Dave Kruse brought some catapult gliders and Air Hog toys powered by lithium/polymer batteries. Meeting adjourned at 9:00PM.

September 3, per Dale: 12 in attendance

Treasurers report was read and approved. September contest is 9/12/2010. Jack O'Leary is setting up 4 indoor sessions at the Bloomington Armory at a reasonable price. Indoor sessions will start in October. Some possible events are Phantom Flash, Bostonian, Parlor Mite, Bull Dog, etc. Dave Edmonson, and Jeff Ringlien gave some NATS reports. Jeff Ringlien won 2nd in Phantom Flash at the NATS. Meeting adjourned at 8:35PM. Show and tell, Gary Oakins showed his new 20 gram mulvihill model, and Ron Cota showed his Phantom Flash. Ted Wlazlo, age 88, a former MMAC member passed away in August.

October anonymous: A handful in attendance, no formal meeting just good old BS.

PDF Creator - PDF4Free v2.0 http://www.pdf4free.com

November 5, per Dale: 17 in attendance
Fred Schwitzer donated over 60 kits and an assortment of engines to the MMAC. Thanks Fred! They will be used for the upcoming club auction and prizes. Fred said that he had many years of pleasurable experiences at the MMAC contests, and was happy that the club could make use of them.
Jeff Welliver died on November 3, 2010. Funeral was scheduled for November 8.
Indoor flying session on Friday, Novermber 12, 6:30 to 9:00 PM at the Bloomington Armory. Show and tell: Dave E. had a Korda 1939 Wakefield covered with Ultracote lite. John Watkins showed plans printed on balsa with an ink jet printer. Jerry Jagerson showed plans of a huge Lonzo Bomber to be powered by a weed whip engine.

December, dues are due for 2011! **Please remit at the next meeting or to: Don Berggren, MMAC treasurer, 7503 Irish Ave. So., Cottage Grove, MN, 55016-2064**

Indoor Flying Notes:

October 29, 2010: 7 members attended the first Bloomington Armory session. The custodian had the fans turned off, and we had a good time flying. Jack O'Leary collected the site fees, but we did not totally cover the full amount, with the club picking up the difference.

November 12: 10 members attended and site fees were covered. Of particular note was the improved performance of Bob Woodhouses' flying Phantom Flash. He achieved a flight of over 30 seconds, and would have outdone that on the next flight had it not hit the ceiling. No events have been organized yet for a competition.

Of further note, the club has been contacted by the Inver Grove Heights athletic arena asking if our club would have interest in using their facility during the summer months. The site will be visited and possible cost determined to see if it is feasible.

Proposed Contests for 2011, and what the heck is the "Large Rubber Event"?????

Attached to the newsletter this issue is a proposed contest schedule for 2011. We have been going through a learning experience over the past 10 years as the club loses members, and out of town participation has virtually disappeared. The number of events has been reduced to 5 or 6 each contest with multiple similar events being combined. 8 years ago we were scheduling 10-12 events at each contest.

One point of confusion has been the combination of "Rubber Events". Two years ago we combined P-30 and Embryo, and had a formula to make the scores comparable, in addition to combining for a "Large Rubber Event".. The "Small Rubber Event" was dropped last year because there was enough interest in both events to warrant separating them, and so that was done. It was also thought that you could not be fair with a score multiplier to make the 2 events on a par. So the small rubber events were separated this past year, but not scheduled for every contest.

The "Large Rubber" class was to include any rubber model. So you could fly Unlimited (mulvihill), P-30 with any amount of rubber, F1G (Coupe), SAM oldtime rubber models, or F1B. For our site, the event was run with 3 flights with 2 minute maxes when the winds were agreeable. So some members not knowing the history of our attempts to combine classes so that there would be more than one entry, might have wondered just what this event was about, and why it was just not called Mulvihill?

The combined classes have worked out quite well, in my opinion, and scores for the specific events have been separated out for the NFFS National Cup scoring. In addition, the combined events have allowed many different types of models to compete so that more entrants can participate. Likewise, fewer events meant fewer prizes to award making it easier to run the contests, and easier on the club budget. It also eliminated the discussion prior to each flying season about who wanted to fly what at every contest, or why my event is not getting enough attention!

In the National Cup scoring, our club has been handicapped by not having other nearby contests to get more than 2 scores counted for one flying site. For those going to the Nationals, another set of scores is possible, but difficult, given that only the first 5 places at the NATS are scored with the most intense competition for the year. So it is difficult for our members to place higher than 10th, with flyers in other regions within a few hundred miles of multiple contests getting scored in multiple contests.

So the proposed contest schedule is open for discussion at the next meeting.

PDF Creator - PDF4Free v2.0 http://www.pdf4free.com

How to trim a ½ A model, requested by Don Berggren, with opinions by Dave Edmonson

First of all, if you need advice on trimming ½ A models, then you should start with a model that is a proven flyer. Not all designs are easy to trim, and you need to start with one that IS! However, the subject on what to build and how to trim is not easy. Some easy to trim models like the T-Bird, need to be beefed up, because it is not a durable design. Typical failures with fuselage breakage behind the pylon, and a wing that is not strong enough, leads to a short lived model, even if you do get it trimmed. Another design is the Ramrod 250, a proven good flyer, and fairly durable. Both designs are easy to trim, so I will discuss how to trim these. The nice thing about both of these designs is that they are NOS legal, and also competitive in the AMA gas events. If you choose the T-Bird, increase the fuselage thickness and depth. Sheet the center of the wing where it sits on the pylon.

Another requisite to trimming a model, and having it stay in trim, is to make sure it is not prone to warpage. Jap Tissue covered models will not resist warpage. Even if you build special fixtures to hold them in shape between flying sessions, they will warp in the sun, and if flown in damp conditions, you can bet that they will not be consistent. So for ½ A models, I recommend using Ultracote Lite (Oracover Lite). It is easy to cover with, quick, no STINK, and will maintain the wing and stab surfaces so that you will end up with a consistent flying model!

So now you have chosen your model, built it according to the plans. Covered it with a stable covering material, and have tested the engine to make sure that it runs reliably with adequate power, and shuts off when the timer pinches off the tubing. It is very important to make sure that the engine shuts off for a short engine run, otherwise, when the model is out of trim, you can bet that it will crash if the engine runs too long.

The other thing that needs to be checked prior to going to the field is to make sure that the center of gravity is correct. I prefer to move the center of gravity about a ¼ inch forward of what the plans show. Use ballast to get the desired CG location. Some thought needs to be given while building the model to make sure that you have enough weight on the nose, engine far enough forward, so that a large amount of ballast isn't needed on the nose. If using a light engine, move the location forward by making the nose longer, or moving the pylon back.

So you have arrived at the field on a nice calm day to fly your creation. Avoid trying to test fly during windy conditions. The first thing to know is that the angle of attack, incidence angle difference between the wing and stab, is not correct (unless you just happened to luck out). So test gliding by hand gliding is required prior to even thinking about starting the engine. With a level throw, and it stalls, shim up the leading edge of the stab gradually until you get a level floating glide. You also need to glide it fast with a nose down attitude. It if dives in, there is not enough incidence, and you need to shim up the trailing edge of the stab. For the first power flights, it is best to add an additional 1/16 inch shim at the trailing edge of the stab to make sure that the model won't dive in.

The other aspect is to get the correct glide circle during test gliding. Pylon models such as the Ramrod 250 need to climb to the right, and glide to the left. High thrust models such as the T-Bird need to climb to the left and glide to the left. High thrust models are easiest to trim, because the transition from power to glide is smooth since there is no directional change. Pylon models flying the right power and left glide sometimes suffer during the transition. There is also the debate with pylon models that if you fly them right/right that they will transition better. In my opinion, on trying to learn to trim pylon models, stick with the recommended power/glide pattern for easiest trimming, right/left. So make sure that your model shows a tendency to glide in the correct direction. If it does not, you may need to add some stab tilt, or possibly some rudder adjustment. Try to avoid any rudder adjustment until after the first power tests. To get a good left hand glide on either of these two models, with the stab level to the ground, the left wing tip should be closer to the ground. The other thing of importance is that wing and stab need to be keyed for correct alignment, especially like with the Ramrod where the vertical fin is located on the

PDF Creator - PDF4Free v2.0 http://www.pdf4free.com

stab, and of course, making sure that the keying method on the stab doesn't keep the DT system from working.

So now you are ready for powered flights. You don't want to provide the model with too much power on the first flights, so running the engine rich, or even putting the prop on backwards, is best. The next issue is how much time to set on the engine timer. Too little, and you may not be high enough when the engine quits. Too much time, and any major trim problems will bring the model in under power. I recommend about a 4 second engine run. During the first powered flights, watch for the correct climb angle and direction, and correct with the rudder trim tab. Take out that 1/16" shim under the rear of the stab if it is not needed. If you have elected to run with the prop on backwards, turn that around and start applying more power, and keep to the 4 second engine run until you are confident that the model is headed up during the power in the correct attitude. The model is starting to fly pretty well, glue in any trim tab adjustments, and increase the DT time according to wind conditions. The model should be climbing well, and gliding without any stall.

The adjustment process is usually concerned with fine tuning the power pattern. Slight changes to rudder direction, incidence angles, and engine thrust direction changes are slowly tested to determine the best climb. The two recommended models usually only require rudder and incidence adjustment in small amounts to get a satisfactory climb. Sometimes a panel may need to be washed in, or tips washed out which is easy to do with the Ultracote type covering.

So now if you have not crashed your model, and everything has gone satisfactorily, you are ready to enter it in the next contest. Otherwise, and this is common for many of us, TRY AGAIN, and get some help. It is not easy, and that is why it is free flight, obviously presenting a challenge that can be rewarding when you are watching your own fine flying power model!

MMAC Club Points from Contests

Points are given at the rate of 3 points for first place, 2 for second, and one for third. If there are more than 3 entrants, then last place gets one, and it goes up from there. For example at the Phantom flash contest, there were 8 entrants, and first got 8 points, last got one. If there are less than 3 entrants, first still gets 3 points, and second 2 points. You can only score once in an event, and the top score is taken. Flying more than one category in an event, does not add to the entries in that event (it does count toward the National Cup point total, so that is the reason for doing it).

The point totals to the right include all of the scheduled contests for 2010.

2010 Club Points, August

2010 Points	L-NAME	F-NAME
65.5	Edmonson	Dave
39.5	Watkins	John
38	Dona	Gordon
19	Petersen	Aaron
11	Oakins	Gary
10	O'Leary	Jack
7	McDonnell	Duane
7	Thomas	Greg
7	Braun	Dave
6	Ringlien	Jeff
6	Oakins	Steve
5	Berggren	Don
5	Fessler	Gary
4	Spehn	Don
4	Ladwig	Jim
3	Kruse	Dave
1	Woodhouse	Bob

PDF Creator - PDF4Free v2.0 http://www.pdf4free.com

August 15, 2010: Silent Meet, was cancelled, high winds and the field was flooded!

September 12, 2010: Mini-Model Contest, CD: Dave Edmonson

By Dave Edmonson

The weather was OK, in the morning SE winds at 4-8mph gaining speed in the afternoon to 10-15. We had to fly from the west side of the field which always gives us turbulence problems when the wind picks up. It was great to see Gary Fessler attend and fly! Don Spehn also made his first contest of the year. Despite pretty good weather, we had a poor turnout. 5 contestants flew in 6 events. Gordon Dona gathered the most club points at this contest picking up 10. John Watkins did quite well also with 9.

HLG/CLG

	Time
1. Dave Edmonson(CLG)	189
2. Gordon Dona (HLG)	145
3. Gary Fessler (CLG)	139
4. Dave Edmonson(HLG)	113
5. Gordon Dona (CLG)	111
6. Don Spehn (CLG)	29

SAM OT Rubber

	Time
1. Gordon Dona	200

P-30 Rubber

	Time
1. John Watkins	322
2. Gordon Dona	297
3. Dave Edmonson	291

Embryo Rubber

	Time
1. John Watkins	177

PeeWee 30

	Time
1. Gary Fessler	95

Gas Power

	Time
1. Gordon Dona (1/2A)	286
2. Gary Oakins (1/2A)	251
3. Dave Edmonson(1/2A NOS)	183
4. Dave Edmonson(B NOS)	80

¼ NOS/020 Replica

	Time
1. John Watkins	295
2. Dave Edmonson	207

October 17, 2010: Oktoberflug, CD: Dave Braun

Weather conditions: The wind was generally light, about 5 mph, out of the North until after 2:00, then it began to switch around to the west. We flew from the North side of the west field. There was a little confusion for the first 1 ½ hours as the CD had set up at the south end of the field, and Gordon Dona, John Watkins, and Dave Edmonson had setup on the north end, and had been flying officially for over an hour. About 9:30 the CD showed up with Steve Oakins and Don Spehn, and more guys showed up after that. We had some good competitions with Aaron Petersen, Jack O'Leary and Gordon maxing out in large rubber. Aaron left prior to the flyoff, and Jack edged out Gordon to take the win. In HLG/CLG only 2 seconds separated Dave and Gordon. It was a nice day for a contest, and most of the flights were in easy chasing distance. The towline glider event was held as a makeup for the cancelled Silent Meet, and only counts for NFFS points, and not towards the club points as it was an added event. 9 entrants flew 6 events, one of the best attended meets of the year!

Embryo

	Time
1. John Watkins	228
2. Aaron Petersen	179
3. Dave Braun	99
4. Jeff Ringlien	9

P-30 Rubber

	Time
1. Gordon Dona	360
2. John Watkins	317
2. Dave Edmonson	317
3. Dave Braun	212

Large Rubber

	Time
1. Jack O'Leary (SAM)	360++
2. Gordon Dona (NOS)	360+
3. Aaron Petersen (SAM)	360
4. Dave Edmonson (unlimited)	344
5. Gary Oakins (unlimited)	120
6. Dave Braun (unlimited)	48

Gas

	Time
1. Dave Edmonson (B NOS)	341
2. Don Spehn (1/2A Gas)	217

HLG/CLG

	Time
1. Dave Edmonson (CLG)	254
2. Gordon Dona (HLG)	252
3. John Watkins (HLG)	140
4. Dave Braun (HLG)	132
5. Dave Edmonson (HLG)	119
6. Steve Oakins (HLG)	116
7. Don Spehn (CLG)	93

Towline Glider

	Time
1. Dave Edmonson (Classic)	349
2. Gordon Dona (Classic)	312

PDF Creator - PDF4Free v2.0 http://www.pdf4free.com

Sid Jepson passed away September 10, 2010 at the age of 84. by Dave Edmonson
Sid moved to Minneapolis in 1956 and served as MMAC club president for several years, and was also the club champion in 1957. I believe that he also started our MMAC club newsletter. He moved to Iowa about 1960, but competed in many of our contests for many years, and has visited as recent as 2008. Sid instigated a vigorous contest schedule and record trial during his time in Minneapolis, and really encouraged the FAI power events during that period. He designed the Hustler high thrust model, along with his Sioux Falls buddy Willard "Andy" Anderson, and he helped me with hopping up my Enya 15 diesel for my Hustler model. Sid loved to build, and in his sales career, often carried his building supplies and projects in the trunk of the car as he traveled. In the 1980s to 2000 period, he was very involved in SAM oldtimer models and had his basement filled up with kits and half built models that he loved. During the winter, he and his wife Jane and sister-in-law would spend time in Florida, and Sid would build rubber models while his wife and her sister went shopping. Sid and Bert Murphy rented an office in Downtown Minneapolis, so that when they had some free time, they could go there from their businesses to build models, so they frequently snuck out.

Jeff Welliver passed away on November 3, 2010 at the age of 65.
Jeff was a long time member of the MMAC and the Piston Poppers Club. He was primarily a U Control stunt model builder and flyer, but did fly some indoor models, and also loved to come to our FF contests to watch, time, and visit. Jeff was diagnosed with cancer 4 months prior, and went through a vigorous battle with treatments. Jeff attended our meetings on a regular basis, and his contributions will be missed!

Picture to the right: Jeff Welliver about 2007 breaking in an engine at one of the MMAC contests at North Branch.

Below: Sid Jepson about 1956 with two of his Hustler models.





PDF Creator - PDF4Free v2.0 http://www.pdf4free.com

Minneapolis Model Aero Club

Proposed 2011 contest schedule

Outdoor Free-Flight Contest Schedule

Events: Free Flight Events per AMA, NFFS, and FAI rules

All Contests are held at The Sod Farm, North Branch, Minnesota: *40 miles North of the Twin Cities on US 35, 1 mile east on MN 95, left on County Road #30(stop light in the center of town), north approx 1.5 miles, right on 400th Street(just past Harder Road stop sign).*

Must be an AMA member and NFFS membership encouraged.

Call or email Dave Edmonson for more detailed directions or contest questions:

Tele: 612-220-5239 email: dedmonson@comcast.net

Sunday, May 8 "Spring Meet-Gone West" Jim Ladwig CD (612-920-1245)

#1. P-30 Rubber #2. Large Rubber #3. Small Gas #4. Large Gas 5. Towline Glider #6. HLG/CLG

Sunday, June 5 "MMAC Picnic Contest" ***Don Monson, CD*** (651-457-2321)

Events: #1. Gas #2. SAM power event #3. P-30 #4. Large Rubber #5. HLG/CLG #6. Embryo-FAC Flying until 3:00 PM Picnic afterwards

---

Sunday, June 29 "Summer Meet" Dale Mendenhall, CD (763-535-2976)

Events: #1. P-30 #2. Large Rubber #3. Small Gas #4. Large Gas #5. HLG/CLG #6. Emryo-FAC #7. FAC event: Vagabond Scale event per Greg Thomas rules

---

Sunday, August 7 "Almost Silent Meet" Gary Oakins CD (651-429-3150)

Events: #1. Gas #2. Large Rubber #3. P-30 #4. HLG/CLG #5. Towline Glider #6. Embryo-FAC

Sunday, September 11 "Fall Mini Model" Dave Edmonson CD (612-220-5239)

Events: #1. Embryo #2. P-30 #3. PeeWee 30 #4. ¼ Nos Gas/.020 Rep #5. HLG/CLG # 6. SAM OT Rubber #7. Gas event

---

Sunday, Oktober 9 "Oktoberflug" Dave Braun CD (715-792-5353)

Events: #1. Gas #2. Large Rubber #3. P-30 #4. HLG/CLG #5. Embryo

---

Note: Entries accepted until 2:00 PM. For all contests, 3 scoring flights, and no rounds. You may enter multiple class models in an event if desired (additional class model only). Class 3 field, all maxes except for flyoffs to be 2 minutes, or 90 seconds if the wind is above 12mph at the start of the contest. ***Combined events, please specify "EXACT" NFFS event for points on score sheet.***

1. Large Rubber: Any rubber model including SAM oldtimers.
2. Gas: Any size gas powered model. 7 sec engine for AMA and Classic, 9 for Nos, 5 for any FAI model..
3. Small Gas: Any model powered by 061 or less, 7 sec engine for AMA and Classic, 9 for Nos.
4. Large Gas: Any model larger than Small Gas 7 sec engine for AMA and Classic, 9 for NOS, 5 sec for any FAI model
5. Towline Glider: Any A-1, A-2, F1H, F1A, or Classic Towline (50 meter towline length)
6. SAM power event: Any Oldtimer model powered by SAM legal engine. Engine run to be determined

PDF Creator - PDF4Free v2.0 http://www.pdf4free.com