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" MMAC 2011 Activities, First Outdoor Contest May 1, 2011!"

Monthly Meetings:

All of the meetings are held at the EAA building at the Anoka County Airport, **first Friday of the month, unless it falls on a Holiday.** Directions, take 35 W north from Minneapolis to Highway 10 west. Note that there is a county road 10 just prior to Highway 10…don't take that road. Proceed west on **highway 10** to 93rd lane (Airport Road), and go right..north, to the bend in the road where you will see a gated entrance. Drive up to the gate and it will open. Proceed on the road until it Ts to the right. Go right until you see the EAA building. The meeting starts at 7:30 with the business meeting at 8:00 PM.

Upcoming 2011 Events: See your outdoorschedule for contest dates and events!

Friday, February 18, Indoor Session, Bloomington Armory
***Friday, March 4,* club meeting**
Friday, March 18, Indoor Session
***Friday April 1,* club meeting**
Friday, April 15, Indoor Session
***Sunday, May 1,* Spring Contest, North Branch**
***Friday May 6,* club meeting**
***July18-22 ,* Muncie, Free Flight NATS!!**
Plan on it!... or for it!
Any questions, call Gary 651-429-3450
Or Dave: 612-220-5239

Meeting Minutes

Per Dale: January 7, 2011, 12 members present

Meeting called to order at 8:30 PM. Officers for 2011 confirmed to be: John Watkins Pres, Gary Oakins VP, Dave Edmonson Secretary, and Don Berggren Treasurer. Indoor contest to be held on Jan. 14. Phantom Flash and No-Cal. Raffle prize was a Super Sniffer won by Jim Ladwig (framed up by Sid Jepson). Dave Edmonson showed several ½ A models.

Per Dave E: Feb. 4, 2011, 25 plus members present!

Very short business meeting, quickly adjourned for the annual auction, Fred Switzer attended the first part of the meeting and auction and appeared to be pleased that the MMAC club members were anxious to bid on the models that he has been stashing for years, thanks Fred!

Indoor Flying 2010-2011 Winter

The sessions have been quite well attended, and we have had a few mass launch competitions with Phantom Flash models, kitted by Greg Thomas. The December session found several models nearing the one minute mark. Dave Edmonson's model never made it half way to the ceiling, but ended up taking the cash at 1:20. The January session never got any serious competition going. Dave made the mistake of putting up a 2:00 test flight on his Flash, and no one cared to organize another cash handout. The sessions have been fun to just get models flying. Low ceiling and drafts have kept most flying to the heavier stuff. It appears that the Science Olympiad high school students are doing an event that looks like a Jim Walker "Ceiling Walker". Two large propellers, one on each end of the motor stick. Several of the high school students have been attending.

February 4, 2011 Annual Club Auction

By Dave Edmonson



2011 Club Auction, Aaron Petersen Auctioneer, some of the bidding was by sign language for the hard of hearing, and for some of the other members with short memories! (and at times we had to remind the Auctioneer who was on first)

The auction was well attended with over 25 hoarders ready to bid on the kits, magazines, and other valuable collection of modeling supplies. Bob Woodhouse made his usual good showing with another stack of kits to take home. Dean Hansen got some really good buys on NFFS digests. John Watkins' pile grew as the evening got later. Keith Billet also did a good job of increasing his collection, and definitely out bidding everyone on a kit with the name of "Keith…something" on it. Rumor has it that our club treasury grew by $600. Just about all of the items were supplied by Fred Switzer who had gifted them to the club. I even found a model kit of the only real airplane that I've ever flown, a Cessna 150. Almost couldn't get my big feet in the door.

Many thanks to Aaron Petersen for providing a good evening of entertainment, and showing his talent for getting every last penny out of us penny pinchers!



2011 Club Auction, members discussing strategy prior to the auction.

Don Spehn's Workshop

I had a chance to stop in and visit with Don in October and see his model shop. Don has approximately a 12 x 12 workshop at the front of his garage, all walled in, heated and air conditioned. We browsed through his engine collection, and had a good time visiting. He has a really nice home on a high hill at the edge of Sauk Lake. He has lived there since retiring from the Brooklyn Park police force.





What is there for Dave Edmonson to do while vacationing in Florida?

I have spent at least a few weeks each year at a rental house in Florida over the past 10 years. The past two years we have been fortunate to spend 5 weeks there. My wife and I stay just to the north west of Fort Meyers, and there is a flying field within a mile of the house, approximately one block in size. The first few years I tried to fly some free flight, other than HLG and CLG on the small fields. But invariably would get into trouble with difficult retrieves through the jungle surrounding the field.



2009 Florida Production. The V dihedral model at the left lower really flew well until I lost it.

There are several people who I have met, some from out of state, and some locals who use this field. Most fly various types of RC models, and they find it interesting to see this nut out chasing HLG and CLGs early in the morning. Usually the sun rises at 7:00 AM, and I usually quit with the small gliders by 8:30 to avoid losing them. I have been lucky so far to only have lost one small CLG, and that to a thicket, not a thermal.

After 8:30 AM, I usually switch over to flying RC sailplanes, electric powered to get me up into some thermal air. Sometimes I have put them up so high that if I were to blink, I might lose sight of them, and this with a 10 foot wingspan and about a 1000 square inch model. I try not to get up that high, but once a thermal starts sucking the model up, it gets really high, really quick! I have flown one model for the past 8 years, and it has about 200 hours of air time on it. It has been rebuilt twice, and is going down to fly in the Florida sun again. A newer model of the same size only has about 20 hours on it now. I have flown these sailplanes in formation with Bald Eagles, Hawks, Vultures, Sand Hill Cranes, Wood Storks, and Ospreys. They don't seem to mind sharing thermals.

On bad weather days I usually do some building. Last year over a 5 week period, I covered 3 Ramrod 250s, and built two Satellite 320 wings, and finished covering that model. Two years ago , I built a batch of HLG and CLGs, still have most of them. The good ones were lost back in Minnesota. This year I am building 10 CLGs of the design that I lost at the 2010 Oktoberflug. I cut out all of the blanks at home, and pack them in with the other RC sailplanes that I bring with. Also have two tip launch gliders to build and one of the Stan B. CLG purchased at the auction.

I usually do my model airplane activities in the morning, and hit the beach or go sight seeing in the afternoon, along with a little air mattress floating in the pool. It is really a rough life, so one just has to be tough to get through it all!



HLG and CLG parts being gathered for 2011 Florida construction project. It is nice to sit out in the yard on a nice sunny afternoon, and carve out wings, sand them down, and put the finish on. I put a plywood board across the arms of the lawn chair, and first shave the wings down with a David plane, and then finish the airfoils by sanding. Of course, I do all of the CA assembling of parts prior to doing any finishing. I use a Deft satin clear finish (similar to a sanding sealer, available from an Ace Hardware), a couple coats, sanded down after each coat, with a little Design Master floral spray for coloring to the wing tips. Design Master can be found at the local craft shops. I found that a striped model is easier to see in the grass, than all one color, such as red. Red wing tips are good, but not an all red model. After the model is finished and balanced, the next morning I usually take them out to get them trimmed. The CLG that I lost at the Oktoberflug, is a really simple design, and it had a very consistent launch. I will probably publish plans if this batch does as well as the original.

Minneapolis Model Aero Club

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(continue to one block east of 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 1 "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

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Sunday, June 26 "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

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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

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

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

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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