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MMAC
MINNEAPOLIS
Model Aero Club

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"Indoor Season starts Nov. 18, Bloomington Armory"

Monthly Meetings:

Most 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 November meeting starts at 11:30AM, this is a new time to try out.***

Upcoming 2011/2012 Events:

***Friday, November 4,* 11:30AM! MMAC club meeting, Anoka Airport, adjourn to local eatery.**
***Friday November 18, I*ndoor session at the BLOOMINGTON ARMORY!!**
NoCal, and Bostonian events. 6 to 9:30 PM
***December 2, Friday,* 11:30AM! MMAC club meeting, Anoka Airport, adjourn to local eatery.**
***Friday December 30,I*ndoor session at the BLOOMINGTON ARMORY!! 4:30 to 9:30PM**
Peanut Scale, NoCal, and Bostonian events.
***Friday, January 6,* 11:30AM! MMAC club meeting, Anoka Airport, adjourn to local eatery.**
***Friday January 13 ,I*ndoor session at the BLOOMINGTON ARMORY!! 6 to 9:30 PM**
Indoor catapult glider, and Phantom Flash.
***Friday February 17,I*ndoor session at the BLOOMINGTON ARMORY!! 6 to 9:30 PM**
***Friday March 23 ,I*ndoor session at the BLOOMINGTON ARMORY!! 6 to 9:30 PM**

Mini-Model Contest, Sept. 11

By Dave Edmonson, CD

The wind was out of the south initially, so we flew from 400th street with models drifting to the north. However, later it switched to the west and picked up. The wind was generally about 10 mph, and the day was pretty good. 7 contestants flew 57 official flights. John Watkins and Aaron Petersen made flights pretty close to the cornfield to the NE, but were actually found in the weed field to the south. Steve Oakins spent quite a bit of time searching for his towline glider in this weed field, and perhaps his Dad can get his locator working. Thanks to Dean Hansen for tramping through the weeds to find models.

Oktoberflug, Oct. 9, 2011

By Dave Edmonson

Dave Braun was CD at the contest. The temperature was warm for this time of the year, and the wind was variable, switched from NE to SE, and the point at the central north east side worked well. Until 2:00 PM, the wind was very light, and most max flights were only going about 300 yards.

Since the winds were light, most official flights were made early. Gordon and I maxed out in Large Rubber, and Aaron missed it by 4 seconds. The guys insisted that we fly off the tie, and with the wind blowing, it was decided to see who could get the most flight time while landing south of 410th street. Both models flew well, with Gordon's going higher and DTing first. We landed on the north side of 410th with Gordon's being 50 yards further. Not wanting to fly again, Gordon gave the win to me.

Gordon also maxed out in the hotly contested P-30 event.

6 contestants flew 83 timed flights. It was noted that since Tom Gustafson returned to our contests, the weather has been wonderful.

Meeting Minutes

Per Dave: Sept 2, 2011, 11 members present at meeting, 16 at indoor session

The prizes for the Silent meet were distributed by Bob Woodhouse using his new award system. There was discussion about additional indoor sessions over the winter months, and Jack O'Leary was to arrange a schedule with the Armory. Bob Woodhouse reminded us of the plan to have silent auctions at the club meetings using any items that club members were willing to share proceeds with the club. The motion was passed that such silent auctions would be split 50/50 between the club and the donor. Long ago club member Dave Gustafson (1970) donated kits and engines to the club that he has been storing all of these years. Meeting adjourned at 9:15PM.

Per Dave: October 7, 2011, 14 members present at meeting, 8 arrived at the Big Ten afterwards for a sandwich and conversation.

Meeting called to order at 12:00PM. Minutes read and accepted. Bob Woodhouse reminded us about the silent auctions. Jack O'Leary presented the schedule for indoor sessions this winter. Events were discussed with Nov. 18 to have No Cal and Bostonian for competition. December 30 to have Peanut Scale, NoCal, and Bostonian, and January 13 Indoor CLG and Phantom Flash. A $5 participant fee for indoor sessions. John Watkins will bring pizza to indoor sessions. At the December 30 session, Jack O'Leary will treat everyone to his 85th birthday cake and we will sing happy birthday to him! Towline glider was approved as an event at the Oktoberflug. Bob Woodhouse led discussion about the Switzer rubber stripper, it will remain as club property and will be made available at contests for anyone to use. See Bob if you feel inclined to Strip. For show and tell, Tom Gustafson brought in his new tip launch glider, a Round a Bout, the tailboom was ordered from A2Z. Aaron Petersen showed his "Erie Daily Times" rubber model. The meeting adjourned about 1:00 PM. Jim Ladwig showed some old newspaper articles and pictures of unknown origins, one featured Ray Lagermeir.

Agenda items for November meeting:

1. **Meeting time**
2. **Rules for indoor events, events for remaining sessions.**
3. **Scheduling of 2012 outdoor contests and events**
4. **Election of club officers for 2012**
5. **Other discussion??**

First "Noon" meeting:

The November 4th meeting starts at 11:30 AM

Judging by the turnout, the first noon meeting was either a success or the promoters made sure that everyone attended. Meetings in the future will follow this format until the club votes to change it. The November meeting was moved up a half hour, and there may be some more discussion at the November meeting to move it up further? This may be confusing, so show up at 11:30 AM to join the discussions.

2011 Club high point totals through the Oktoberflug:

The points are accumulated through the contests for the year. First place for an event is 3 points if there are 3 or fewer entrants in an event. If there are more than 3 entrants, last place gets one, and it goes up from there.

2011 Club Points, Nov. 1		
2011 Points	**L-NAME**	**F-NAME**
71	Edmonson	Dave
43	Watkins	John
20	Dona	Gordon
14	Oakins	Gary
14	Oakins	Steve
12	Petersen	Aaron
7	Thomas	Greg
7	Gustafson	Tom
6	Battey	Tom
5	Berggren	Don
3	Monson	Don
3	O'Leary	Jack
3	Woodhouse	Bob
2	Mendenhall	Dale
1	Taylor	Terry
1	Patterson	Don

***Friday April 27, 2012 ,I*ndoor session at the BLOOMINGTON ARMORY!! 4:30 to 9:30 PM**

Sept 2, 2011: Phantom Flash, CD:Jack O'Leary

Entrant	Best	Next	Next	Total Time	Place
John Watkins	80	78	75	233	1
Greg Thomas	74	73	73	220	2
Tom Battey	61	59	57	177	3
Dave Edmonson	56	56	47	159	4
Gary Oakins	57	53	48	158	5
Bob Woodhouse	54	41	30	125	6
Dale Mendenhall	52	24	7	83	7
Don Patterson	21	14	12	47	8

September 11, 2011: Mini Model Meet, CD: Dave Edmonson

1/4NOS / 020 Replica

	Time
1. John Watkins (020 Rep)	266
2. Dave Edmonson(1/4A NOS)	245

Towline Glider

	Time
1. Dave Edmonson(Classic)	294
2. Steve Oakins (F1A)	266
3. Tom Gustafson(Classic)	259

P-30 Rubber

	Time
1. John Watkins	120

Gas Power

	Time
1. Dave Edmonson(1/2A NOS)	189
2. Gary Oakins (1/2A)	158
3. John Watkins	30

HLG/CLG

	Time
1. Dave Edmonson(HLG)	160
2. Steve Oakins (HLG)	136
3. John Watkins (HLG)	102
Dave Edmonson(CLG)	146

SAM OT Rubber

	Time
1. Dave Edmonson	323
2. Aaron Petersen	120
3. Gary Oakins	20

Embryo Rubber

	Time
1. John Watkins	191
2. Aaron Petersen	62

October 9, 2011: OktoberFlug, CD: Dave Braun

P-30 Rubber

	Time
1. Gordon Dona	360
2. John Watkins	312
3. Dave Edmonson	293

Towline Glider

	Time
1. Dave Edmonson(Classic)	360
2. Tom Gustafson(Classic)	251
3. Gordon Dona (Classic)	204

Gas Power

	Time
1. Dave Edmonson(1/4 A NOS)	265
Dave Edmonson (B NOS)	155

Embryo Rubber

	Time
1. Aaron Petersen	275
2. John Watkins	267

HLG/CLG

	Time
1. Dave Edmonson(HLG)	261
2. Gordon Dona (CLG)	242
3. John Watkins (HLG)	161
4. Steve Oakins (HLG)	159
5. Tom Gustafson (HLG)	136
Gordon Dona (HLG)	209
Dave Edmonson(CLG)	157

Large Rubber

	Time
1. Dave Edmonson(mulvi)	510 **
2. Gordon Dona (mulvi)	499 **
3. Aaron Petersen (mulvi)	356

AMA rules for Bostonian, event #215, as published for 2011

22. Bostonian. *For event 215.*

22.1. General. All rules applying to FF Indoor Rubber, with the exceptions noted below, shall apply.

22.2. Intent of Rule. This is an event to promote indoor flying of realistic propeller-driven, rubber-powered models of a size and complexity which are suitable for small buildings and limited skills. It also allows fanciful designs, for which no full-size counterpart exists, to be flown.

22.3. Charisma Judging. A "charisma factor" of 1.00 through 1.20 will be awarded each airplane before flight, based on the purpose stated above. The assignment of charisma factor will be made with all the models grouped together so they can be ranked and compared. There is no reason to award either a 1.00 or a 1.20 score to any of the models in a particular competition. These numbers represent the limits of the range to be used. The judge is encouraged to assign values with at least two (2) significant numbers to the right of the decimal point to fully use the factor to differentiate among the models being judged. This factor will be awarded with whatever weighting the appointed charisma judge sees fit and is not to be the subject of protest after judging. Argument about charisma scoring will be considered unsportsmanlike conduct with penalties provided in this book.

22.4. Flight Scoring. Five (5) official flights will be allowed with the sum of the best two (2), in seconds, being used as flight score. The final score will be the flight score multiplied by the charisma factor. Flight begins when the model is released for an unassisted takeoff and ends when the model next touches the floor, or is prevented from forward flight by an obstruction for more than 10 seconds. The ten second rule will be applied in the same way as in endurance events. A flight of less than 20 seconds may be considered an attempt or an official flight (at the flier's option, to be exercised immediately) and two (2) attempts will be allowed for each of five (5) official flights. Any flight in which there is accidental contact with steering apparatus, people, or other models may be considered no-flight (at the flier's option, to be exercised immediately) with neither an official flight nor an attempt being recorded. A flight in which the model does not take off or is assisted in takeoff is listed as a zero (0) time attempt. A bounce caused by roughness of the takeoff surface or a liftoff with a stall and no climb is not to be considered a takeoff. Hand launching may be used if, in the opinion of the Contest Director, floor surface conditions are likely to prevent a significant number of the entries from rising off the ground.

22.5. Timing. All flights must begin with release for unassisted takeoff from a position in which the model is resting on the takeoff (landing) gear with no push allowed. If the flier's hand moves in the direction of flight on release, this will be interpreted as a push and a zero (0) time attempt will be charged.

22.6. Specifications.

22.6.1. Maximum projected wingspan shall not exceed 16 inches (40.64 centimeters).

22.6.2. Maximum wing chord (measured parallel to the direction of flight) shall not exceed three (3) inches (7.62 centimeters).

22.6.3. The diameter of the propeller(s) shall not exceed six (6) inches (15.24 centimeters).

22.6.4. The length of the model, excluding the propeller(s), but including the thrust bearing(s), shall not exceed 14 inches (35.56 centimeters). This measurement will be made in the direction of flight and will include surfaces which extend beyond the thrust bearing or fuselage end because of a sweep or unusual mounting.

22.6.5. The fuselage structure must enclose an imaginary box which has minimum dimensions of 1.5 inches x 2.5 inches x 3.0 inches (3.81 centimeters x 6.35 centimeters x 7.62 centimeters). The width (the horizontal dimension perpendicular to the line of flight) of the fuselage shall not exceed three (3) inches. The fuselage must be covered to prevent free air movement through the box. Normal sag of the framework between supports caused by the tension of the covering will not be considered as a violation of this rule.

22.6.6. The fuselage structure must be built-up so that the longitudinal members (the longerons) support the forces produced by the rubber motor. A solid or hollow motor stick with a lightweight structure added on is not acceptable.

22.6.7. The fuselage must have a transparent windshield and side windows of at least one (1) square inch (6.45 square centimeters) projected area each as viewed from the front or side, respectively. Thus, a wrap-around windshield can count as both a windshield and side windows. An open cockpit design need not have side windows, but the windshield must meet the one (1) square inch rule (6.45 square centimeters) and must stand at least 3/4 inch (1.905 c centimeters) above the top part of the fuselage ahead of the cockpit.

22.6.8. The model must have at least two (2) wheels of at least 3/4-inch (1.905 centimeters) diameter which rotate freely and support the model for takeoff and landing. The inside surfaces of the wheels must be separated by at least 2.5 inches (6.35 centimeters) in the direction of the axis of the wheels.

22.6.9. All flying surfaces must be covered on both sides or must be solid material with a thickness of at least 1/16 inch at the maximum point in each chord wise element. The term „flying surfaces' includes all surfaces such as those typically intended to provide lift, stability or tip-vortex suppression including, but not limited to, wings, canard surfaces, tail surfaces, winglets and tip plates

22.6.10. To qualify as a monoplane, the total projected area of the secondary horizontal surface(s), excluding that inside the fuselage, shall not exceed 24 square inches (152.8 square centimeters). This may be a conventional stabilizer and/or a canard surface. Secondary horizontal surfaces exceeding this total area limit will be considered to be additional wings.

22.6.11. The airframe, excluding the rubber motor(s), shall weigh at least seven (7) grams for a monoplane or 10 grams for others. These weights may be increased at the discretion of the Contest Director if advanced notice is given to contestants. No trim tabs or other appendages which result in specified dimensions being exceeded, will be allowed.

22.7. Only one (1) entry per contestant is allowed.

1.1 FAC NO-CAL PROFILE SCALE… as published by the Flying Aces Club

A. Event intent: Competition for recognizable profile scale models.

B. Scale considerations:

1. Motor sticks shall not exceed fuselage length, however, the prop may be positioned at the tip of a scale profile spinner if the real aircraft utilized one.
2. Surfaces may be single covered.
3. All wing struts must be on the model.
4. Model must be in correct color scheme.
5. Model must have control outlines, registration numbers, etc.
6. Have proof of scale. Judge's decisions are final.

C. Wing span: 16 inches maximum.

D. Prop diameter: Not applicable.

E. Landing gear: Aircraft with fixed landing gear must have each landing gear represented as per the original subject.

F. Official flight:

1. 20 second minimum.
2. NO MAX!

G. Scoring: Sum total of three flights.