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# Minneapolis Modeler

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## *Final Outdoor Contest October 11<sup>th</sup>, Oktoberflug!*

### *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 93<sup>rd</sup> 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 meetings start at 11:30AM*

### *Upcoming 2015 Events:*

*Friday October 2, Monthly meeting at the EAA.*

*Sunday, October 11, Oktoberflug at North Branch*

*Friday November 6, Monthly meeting at the EAA.*

*Friday December 4, Monthly meeting at the EAA.*

*December, next newsletter*

*Indoor Schedule: To be determined, events to be determined. Bloomington Armory*

*Note: There is an indoor contest, Nov. 8, 2015, at Oshkosh Wisconsin put on by the Bong Eagles.*

### *"Thoughts While Up to My Waist in a Drainage Ditch"*

Well, the September contest is in the books and by all accounts was a success. OK, a bit breezy, but if you could punch through the turbulence off the corn, good air was plentiful. Long chases were the norm but leading the pack was Gary Oakin's gas job which managed to find a tree some four miles down wind. Assisted by Gord Dona and Gary's Walston retrieval system, the ship was located and recovered. Turnout, while not like the "old days," was pretty good as well. Next up, the Oktoberflug.

Ever want to know ahead of time how many turns a rubber motor will take before breaking? The following formula is from an article by Roger Willis in the Sept./Oct. 2014 issue of the Flying Aces Newsletter. Credit for the formula was given to indoor guru Cezar Banks. OK, now, pay attention:

Length of the motor in inches divided by the weight of the motor in ounces = X1

Take the square root of X1 = X2

Multiply X2 by 6.35 = X3

Multiply X3 by the length of the motor in inches = X4

If you're using Tan II multiply X4 by 1.25

If using Super Sport multiply by 1.14

So let's try my typical P-30 motor; 3 loops of 1/8" SS (9.8 grams [.35 oz.]) @ 17.5 inches.

X1 = 50

X2 = 7.07

X3 = 44.9

X4 = 785

Times 1.14 (for Super Sport) = 896 max winds

I did a couple of trials using this formula and can confirm that it is pretty much "right on" for Super Sport, but my trials with my remaining stock of Tan

It didn't fare as well, breaking well short of the predicted number of turns. This is, I'm sure, due to the age of my Tan II which is well over 20 years old. My remaining stock of Tan (pre tan II) was worse, but I already knew that after a few catastrophic in-field failures last year. It's been designated for test flying or fun-flying in the park.

'Til next time, Wind 'em and Fly 'em, Dave Braun

**Oshkosh Indoor Contest:**

11/08/2015 - Oshkosh, WI (AA) Bong Eagles Fall Indoor Contest

Site: EAA AirVenture Museum-Eagle Ha

Category: Free Flight(Indoor)

Event Description: Bong Eagles Fall Indoor Contest,

Events: HL/Cat Glider,F1D,Mini-stick,Limited Penny,

Dime Scale, No Cal, FAC Scale, Peanut Scale,

Bostonian, Mass Launch: Phantom Flash, Delta

Dart, Double Whammy Contact: Mike

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Accommodations to "rough it" at the NATS, Steve Oakins modest trailer home. Back tilts down to put in golf cart and motorcycles for chasing!



**2015 Club high point scores:**

The following point totals are for 2015. Includes January , Feb, March, April, indoor and all outdoor points up to 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 entrant

**2015 Club Points**

2015 Points	L-NAME	F-NAME
4	Petersen	Aaron
52.5	Braun	Dave
50.5	Ringlien	Andy
12	Oakins	Gary
24	Ringlien	Jeff
12	Dona	Gordon
9	Thomas	Greg
2	Gustafson	Tom
5	Berggren	Don
5	Oakins	Steve
119	Edmonson	Dave
10	Leitgen	Steve
4.5	O'Leary	Jack
47	Jorgenson	Jim
10	Mendenhall	Dale
4	Griffiths	Bob
7.5	Taylor	Terry
5	Ladwig	Jim
20	Murphy	Dan
5	Decker	Matt
15	Ringlien	Larson
3	Oakins	Jazmyn
2	Edmonson	Aaron

**Meeting Minutes**

**Per Dave: July 3, 2015, 8 present**

Prizes to be awarded at the contest, if you leave early, must pick up at the next two meetings. (This has been confusing all year, and must be discussed further)

**Per Dave: August 7, 2015, 12 present**

New member Doug Punkett from Stillwater attended. Fred Switzer passed away, club to send check for \$75 to Fred's wife Marie. NATS reported. Mention of drones and RC flying too close to Anoka airport. Aaron to report on rules for flying near airports sometime in the future. Mentioned auction in September, but was later deemed better to roll it into the February 2016 auction. If members want to fly at North Branch other than on contest days, should stop in at the office and ask permission. Show and Tell: Aaron Petersen showed an Earl Stahl magazine design Waco SRE, weighs 59 grams, and also a Bristol Brownie, 1923 vintage, at 18 grams. Dave Braun brought in a new OT rubber model, John Oldencamp design. Dave's Embryo plan and article just published. Dave Edmonson brought in a box of small CLGs and some HLGs.

**Per Jeff Ringlien: September 4, 2015, 13 members present**

Minutes to be read when Jeff is at the next meeting.

## Summer Meet, July 12, 2015, Dale Mendenhall, CD

The winds were easterly, SE, NE, and picked up in the afternoon.. The max was set at 90 seconds. Matt Decker brought out his new Prairie Bird, and it flew well. The Ringliens arrived early, with Larson, Andy, and Jeff flying a bunch of glider and embryo. The Oakins were represented by Steve, Jazmyn, and Gary in preparation for the NATS. Jazmyn was disappointed that it was so windy, and she could not try out her new 1/2 A model.

HLG					
Entrant	#1	#2	#3	Total	Place
Andy Ringlien	86	44	35	165	1
Dave Edmonson	47	37	33	117	2
Steve Oakins	30	29	41	100	3
Matt Decker	26	3	5	34	4

P-30					
Entrant	#1	#2	#3	Total	Place
Dave Braun	89	62	66	217	1

Junior Event					
Entrant	#1	#2	#3	Total	Place
Jazmyn Oakins Catapult	11	12	35	58	1
Jazmyn Oakins HLG	2	2	6	10	

Small Power	Gas	class	#1	#2	#3	Total	Place
Dave Edmonson		1/2 A NOS	88			88	1
Gary Oakins		1/2 A	50			50	2

Large Rubber					
Entrant	#1	#2	#3	Total	Place
Dave Edmonson	90	90	90	270	1
Dave Braun	90	90	79	259	2

HoSoFo	class	#1	#2	#3	Total	Place
Dave Braun	Mulvi	90	88	90	268	1
Dave Edmonson	1/2A NOS	90	90	73	253	2
Andy Ringlien	HLG	90	35	42	167	3
Larson Ringlien	HLG	1	51		52	4

Embryo	Bonus	#1	#2	#3	Total	Place
Dave Braun	6	71	54	64	195	1
Jeff Ringlien	8	35	41	40	124	2
Matt Decker	8	30	26	25	89	3

Towline Glider	class	#1	#2	#3	Total	Place
Dave Edmonson	Classic Towline	90	57	58	360	1

CLG					
Entrant	#1	#2	#3	Total	Place
Andy Ringlien	41	90	42	173	1
Larson Ringlien	37	43	42	122	2
Dave Braun	27	35	29	91	3
Steve Oakins	26	29	25	80	4
Dave Edmonson	23	26	26	75	5
Matt Decker	5	10		15	6

Overall Point Totals for the contest	Points
Entrant	
Dave Edmonson	7
Andy Ringlien	6
Dave Braun	6
Jeff Ringlien	2
Steve Oakins	1
Gary Oakins	1
Matt Decker	1

## Silent Meet, August 16, 2015, Gary Oakins, CD

Poor turnout for not too bad of a day, 5 entrants and a new flyer from Wisconsin, Steve Pollina. Winds were 10 mph from the SW early in the morning, and it was very calm in the afternoon. We flew from a field further to the south and the west, actually on a line from 410th street. Even so, we put up an abundance of maxes, and had a good time. Most of the retrieving was on sod, with only one small bean field in the flight path.

HLG					
Entrant	#1	#2	#3	Total	Place
Dave Edmonson	26	23	29	78	1
Dave Braun	25	27	25	77	2

CLG					
Entrant	#1	#2	#3	Total	Place
Dave Edmonson	50	78	63	191	1
Dave Braun	43	28	37	108	2

Large Gas	class					
Entrant		#1	#2	#3	Total	Place
Dave Edmonson	B Nos	78			78	1

Large Rubber	class					
Entrant		#1	#2	#3	Total	Place
Dave Edmonson	Mulvi	120	120	120	360	1
Dave Braun	Mulvi	120	120	105	345	2
Gary Oakins	Mulvi	81			81	3

Embryo	Bonus					
Entrant		#1	#2	#3	Total	Place
Dave Braun	6	43	44	55	148	1
Don Berggren	9	34	30	36	109	2

HoSoFo	class					
Entrant		#1	#2	#3	Total	Place
Dave Edmonson	B NOS	120	120	120	360	1
Gary Oakins	½ A	90	120	120	330	2
Dave Braun	Mulvi	100	100	120	320	3

Towline Glider	class					
Entrant		#1	#2	#3	Total	Place
Dave Edmonson	Classic	73	77	120	270	1

Small Gas	class					
Entrant		#1	#2	#3	Total	Place
Dave Edmonson	½ A Nos	120	120	120	360	1
Gary Oakins	½ A	119	20	59	198	2

P-30					
Entrant	#1	#2	#3	Total	Place
Dave Braun	64	111	120	295	1
Brian Ross	54			54	2

HLG					
Entrant	#1	#2	#3	Total	Place
Gordon Dona	50	88	62	200	1
Larson Ringlien	120	48	23	191	2
Andy Ringlien	23	50	42	115	3
Dave Braun	36	41	36	113	4
Dave Edmonson	21	14	17	52	5

HLG scores from the Mini-model contest, 9-13-2015

Overall Point Totals for the contest	Points
Entrant	
Dave Edmonson	11
Dave Braun	8
Gary Oakins	2
Don Berggren	1
Brian Ross	1

## Mini-Model Meet, September 13, 2015, Dave Edmonson CD

The meet started out with SW winds, 10 mph, and remained 10-15 mph.. The max was set at 120 seconds. Ten people attended and flew officially. Gary Oakins trusty ½ A power model took the high time of the day with a 12 minute flight that flew 5 miles and landed in a big tree (something about not lighting the fuse). Dave Braun aced out in P-30 even after a field repair of a folded wing. The junior event had two entrants, Larson Ringlien and Aaron Edmonson, Larson got off a last minute flight with his P-30 to win. Matt Decker brought out his father to spectate, nice to see new faces. Andy and Larson Ringlien continue to demonstrate how to confuse the glider competition! They populate the field with gliders to make it difficult to find your glider amongst the parked gliders. The North Branch valley is once again being planted with numerous fields of sod, and that makes retrieval easier, models being easier to find on grass versus corn or soybeans! Gordon Dona had a good day of flying (when he wasn't helping Gary to get his model out of a tree), and won the HoSoFo with a perfect score, and a high score in HLG. Also took out his trusty Gollywock toward the end of the contest to put up a max for a win in OT rubber. I lost my NATS winning Vartanian CLG on the first flight, it flying out of sight even with binoculars at 99 seconds. Luckily I searched for it after the contest, and found it on the nice sod field about a mile from launch point. At the end of the day, the Ringliens had a couple more models to find and pick up prior to travel from North Branch to Northfield!

Gas	class					
Entrant		#1	#2	#3	Total	Place
Dave Edmonson	Early 1/2A NOS	114	43		157	1
Gary Oakins	½ A	120			120	2

HoSoFo	class					
Entrant		#1	#2	#3	Total	Place
Gordon Dona	Mulvihill	120	120	120	360	1
Dave Braun	Mulvihill	120	120	101	341	2

SAM OT Rubber						
Entrant	Model	#1	#2	#3	Total	Place
Gordon Dona	Gollywock	120			120	1
Andy Ringlien	Gollywock	85			85	2
Gary Oakins	Lonzo	40			40	3
Jeff Ringlien	Convertible	3			3	4

1/4NOS, Replica	class					
Entrant		#1	#2	#3	Total	Place
Dave Edmonson	1/4A NOS	120	120		240	1

<u>Embryo, FAC</u>	<u>Points</u>					
<u>Entrant</u>		<u>#1</u>	<u>#2</u>	<u>#3</u>	<u>Total</u>	<u>Place</u>
Andy Ringlien		86	108		194	1
Don Berggren	9	83	64		156	2
Dave Braun	6	39	47	38	138	3
Dave Edmonson	5	21	28	31	85	4
Jeff Ringlien	2	38	4		44	3

CLG					
Entrant	#1	#2	#3	Total	Place
Dave Edmonson	99	38	20	157	1
Andy Ringlien	34	30	30	94	2
Larson Ringlien	26	30	28	84	3
Aaron Edmonson	21	14	17	52	4
Dave Braun	16	11	14	41	5

Junior Event	class					
Entrant		#1	#2	#3	Total	Place
Larson Ringlien	P-30	40	64		104	1
Aaron Edmonson	CLG	14	40	31	85	2

P-30					
Entrant	#1	#2	#3	Total	Place
Dave Braun	120	120	120	360	1
Andy Ringlien	115	120	120	355	2
Dave Edmonson	43	76	120	239	3
Jeff Ringlien	43	48	14	91	4
Terry Taylor	25	25		50	5

Overall Point Totals for the contest	Points
Andy Ringlien	10
Dave Edmonson	7
Gordon Dona	6
Larson Ringlien	5
Dave Braun	4
Gary Oakins	2



2015 Nationals, July 27-31, Muncie, Indiana

The Oakins, Gary, Steve, and Jazmyn competed in the NATS this year, and invited Dave Edmonson to stay with them in Steve's luxury travel home on site. As in previous years, the weather prior to the NATS and during the first two days was hot and humid. Jazmyn flew a Starduster-X for the first time, and competed in 3 events with the model, placing second in two events, and getting her first trophies. On the last day of the NATS, Steve was flying his towline glider model in the Classic event, and on the second flight hit a big thermal, and after DTing at 4 ½ minutes, it came down very slowly, and landed somewhere in the distant corn fields or woods, and it was not found. He needed another good flight to finish in the top 3. I flew Classic Towline also, and finished second. Flight #2 looked good, as it climbed out, but was spit down by rough air for less than a max. Gary and I flew ½ A power on the last day, but could not max out. In A Nos gas, I put up 6 maxes with my T-Bird, and on the 7<sup>th</sup> flight, filled the tank way in advance and waited for some air. After the wait, started up the engine, made a bad launch, and the engine cut prior to 3 seconds causing my streak to end with a flight less than a minute. Turns out that the tank drained, and the engine only had 3 seconds of fuel left. Flew the same model the next day in B NOS with a .23, made 3 quick maxes, and flight 4 was an over-run, once again ruining a good streak! You don't get a second chance on an over-run on fly-off flights. Despite warm weather, and flying for 5 consecutive days, we think that we had fun?



Gary and Dave still standing on the last day with our ½ A power models.



Jazmyn waiting for the fuse to be lit, so she can fly and chase another flight! She shows her fine launch form in the picture, lower left. Dave Edmonson little "Swept V" CLG took home the "Beat the Vartanian" trophy with an evening mass launch format. Stayed up 5 seconds longer than the others.

