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Minneapolis Modeler

Issue #359 May-August, 2020

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



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

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Memories and MMAC Events: Mini-Model and 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 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 meetings start at 11:30AM or later?*

Upcoming 2020 Events:

Friday September 4, Monthly meeting at the EAA.

Sunday, September 6, Mini-Model Contest at North Branch

Friday October 2, Monthly meeting at the EAA.

Sunday, October 4, Oktoberflug at North Branch

Friday November 6, Monthly meeting at the EAA.

Friday December 4, Monthly meeting at the EAA.

December, next newsletter

Friday January 8, 2021, Monthly meeting at the EAA.

Indoor Sessions are not scheduled!

From the Prez

We Went Here, We Went There, We Went Everywhere....For Some Air

And just like that three fifths of the outdoor season is in the books. One blowout, one for the ages, and a tricky one in early August. Winds were light and from the south for the start of the August meet so we set up accordingly only to have it shift enough to put the woods in play, We discussed a variety of moves and decided to head east to try again.

As we were packing up Dave Edmonson put his A/2 deep into the corn as the wind had shifted again. We ended up in the "least worst" location at about 9 a.m. and commenced to put up flights even though the breeze remained light but variable. At about 11:00 we decided to call Dave E as he had not emerged from the corn but received no answer. The decision was made to walk the corn in search of what we hoped would be an upright Dave Edmonson. Shortly after we started he emerged from the corn looking much the worse for wear, but alive and carrying the guilty A/2. The consensus was that it was all a ruse to deprive the searchers of valuable flight time before the rain hit. In hindsight, I would have liked to have flown more but learned the hard way two years ago that thought control has no effect on a model headed for the corn or woods.

There's an interesting article regarding balsa in the latest issue of Flying Aces. Seems the Chinese are camped out at the warehouses in South America and are buying up everything that comes in. They use it for the blades in wind turbines and prefer wood a bit heavier than we, as modelers, seek out. The plantations have adjusted their practices accordingly and are growing heavier wood by design while the penny-ante needs of the model industry are relegated to the dust pile. In short, this means that our current gold standard of 4 - 6 lb. wood will become harder to find. In fact, the industry standard for "light balsa" has been raised to 5 - 7 lb. wood. This is why I usually bring my small electronic scale to Menard's. They have a small area of basswood, plywood, and balsa and I have

occasional success finding some nice stuff like a 4-pack of 1/16 X 36 that came in a 5.3 lbs and a piece of 1/4" C-grain at 4.3 lbs (!) It pays to look.

Not much shop activity lately. Yard work and other interests eat up some time, though I have a 2/3 size Korda Victory framed up so I plan to get back to that one of these days.

See you in September!..Dave Braun

2018, Dave Griffiths organized a lunch meeting at the Old 5/8 club, and even paid for the event. Free loaders shown below starting at the left, Jack O’Leary, Dave Griffiths (Bob’s son), Hugh Langevin, Don Monson, Dave Edmonson, and one of Griffiths friends. Good time reminiscing, and memories of past eats after club meetings at the club.



Andy Ringlien in 2019 trying a new hi start launch glider event. Expression on his face was...Do I really want to try this with a good A-1 glider? Model did launch OK, but the hi start has not been seen since then?



August 2020 club meeting. Braun showing his “Dragonfly” creation.

Meeting Minutes:

May/June 2020 No meetings allowed

July 3, 2020 7 members in attendance

Minutes read. Dennis Leonardi brought in some Dave Kruse stuff looking for a home.

August 7, 2020 10 members in attendance

Treasury Report: club still solvent

Sitings of Corky Wald visit by Dave Braun. Corky always brings up his memories of Dave Edmonson running with his towline glider between the cars at the NATS.

Dave Braun brought in his original Moffett model, nicely done. Also showed a Delta “Thing” called the “Dragon Fly”. I think he mentioned with a little coercion, it eventually flew?

The following point totals are for 2020. First two indoor & outdoor meets. The 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. More entries, more points!

2020 Club high point scores:

2020 Points	L-NAME	F-NAME
52	Braun	Dave
36	Ringlien	Andy
	Oakins	Gary
3	Dona	Gordon
4	Cota	Ron
4	Gustafson	Tom
1	Berggren	Don
	Peterson	Garry
57	Edmonson	Dave
16	Jorgensen	Jim
	Mendenhall	Dale
	Kuhl	Bill
27	Decker	Matt
10	Ringlien	Larson



Pictures:

Upper left: Don Berggren, 2018, getting ready to lose another P-30 on the first flight. Don has this skill perfected! Supplied this picture for memories for Don. How many have you lost Don?

Upper right: Kenny Happersett, 1970 s MMAC club member, moved to California, died a few years ago. Was on USA power team several times. Here shown launching his F1C model featuring unfolding wing. Model supplied by Evgeny Verbitsky from the Ukraine. It is OK to unfold your wing intentionally, but not to fold it unintentionally ...Oakins...and Edmonson.

Lower left: Dave Braun's "Dragonfly"

Center left: Coincidentally, Edmonson brought in his version of the "Dragonfly". Scratch built! Flew well until it ran into the back of my house. Notice the Master craftsmanship!

Summer Meet, July 12, 2020 Dave Edmonson, CD (notes by editor)

A beautiful variable wind day. Max flights were landing nearby. 7 entrants were in free flight heaven! Ron Cota did a nice job of helping out with timing, observing, and taking home the entry fees. Dave Braun's twin fins were finding the thermals on many long flights, and his new Moffett model scored 3 maxes on what were supposed to be short flights for National Cup points. Andy and Larson Ringlein were duking it out in many events with the last challenge to see who was driving home. Wife Ashley showed her mechanics skill with proper use of the screwdriver..and timing. Gary Oakins made some high pitched noise in a rocket launch that resulted in not too much damage. Matt Decker spent most of the day trimming his fleet of little rubber models, and with enough time to put up good flights in Embryo and Jimmy Allen. Tom Gustafson was please with his new P-30 that maxed on the last flight.

P-30					
Entrant	#1	#2	#3	Total	Place
Dave Braun	61	120	120	301	1
Tom Gustafson	68	57	120	245	2
Andy Ringlien	103			103	3

Towline Glider	class					
Entrant		#1	#2	#3	Total	Place
Andy Ringlien	Classic	120	63	108	291	1
Larson Ringlien	Classic	120			120	2

Jimmy Allen	class					
Entrant		#1	#2	#3	Total	Place
Dave Braun	BA Cabin	56	74	103	233	1
Matt Decker	Sky Raider	47	73	45	165	2
Andy Ringlien	Skoki	9			9	3

Large Rubber	class					
Entrant		#1	#2	#3	Total	Place
Dave Braun	Mulvi	120	120	120	360	1
Larson Ringlien	Mulvi	119	120	120	359	2
Andy Ringlien	Mulvi	45	58	72	175	3
Dave Edmonson	Mulvi	34	32	79	145	4
Dave Braun	Moffett	120	120	120	360	attaboy

Embryo	Bonus					
Entrant		#1	#2	#3	Total	Place
Dave Braun	6	110	68	83	267	1
Matt Decker	8	68	46	60	182	2

HoSoFo	class					
Entrant		#1	#2	#3	Total	Place
Dave Braun	Mulvi	120	120	120	360	1
Dave Edmonson	½ A NOS	110	96	104	310	2
Andy Ringlien	HLG	46	40	72	158	3
Larson Ringlien	HLG	40	17	91	148	4

HLG					
Entrant	#1	#2	#3	Total	Place
Andy Ringlien	120	104	120	344	1
Larson Ringlien	56	73	47	176	2
Tom Gustafson	24	37	31	92	3
Dave Edmonson	42	28	7	77	4

CLG					
Entrant	#1	#2	#3	Total	Place
Dave Edmonson	68	120	53	241	1
Andy Ringlien	101	46	43	190	2
Dave Braun	24	26	35	85	3
Larson Ringlien	17			17	4

Small Gas	class					
Entrant		#1	#2	#3	Total	Place
Dave Edmonson	½ A	110	82	58	250	1

Entrant	Points
Dave Braun	19
Andy Ringlien	16
Dave Edmonson	12
Larson Ringlien	10
Matt Decker	4
Tom Gustafson	4
Gary Oakins	attaboy

Almost Silent Meet, August 9, 2020 Gary Oakins, CD (notes by editor)

Generally, light wind, was a fly-between-shower day. Gary Oakins, Andy Ringlien, Gordon Dona, John Watkins, Dave Braun, Don Berggren, Matt Decker, Edmonson, and Ron Cota attended. Between moving the flight line several times, dodging the rain showers, and searching for Edmonson (a possible dead body in the corn field), few official flights were made. Edmonson had fun, even though a 1 ½ hour search for my Classic Towline, that caught the one pre-shower wind storm blowing it ¾ mile into the corn, resulted in the body search, thanks guys. Several people were tuckered after setting up their needed flight equipment several times. The contest was pretty well over by 2:00 pm when a big rainstorm came in and I left while seeing Oakins, Dona, and Watkins sitting under the canopy waiting for the rain to let up so they could pack up. Any other contest stories need to be submitted, as the editor was too busy getting wet and chasing models.

Contestant	Event	Class	Flight #1	Flight #2	Flight #3	Total Score	Place	Club Points
Gordon Dona	HLG		38	37	40	115	1	3
Andy Ringlien	HLG		52	61		103	2	2
Dave Edmonson	CLG		51	39	50	140	1	3
Dave Braun	CLG		35	46	35	116	2	2
Don Berggren	CLG		27	30	29	86	3	1
Dave Braun	Embryo-6pts		66	64	70	206	1	3
Dave Braun	Scale Rubber	Farman...	57	59	59	175	1	3
Dave Edmonson	Towline	Classic	108	120	105	333	1	3
Dave Edmonson	HoSoFo	½ A Nos	119	120	120	359	1	3
Dave Edmonson	Small Gas	½ A	84	108	101	293	1	3



Entrant	Points
Dave Edmonson	12
Dave Braun	8
Gordon Dona	3
Andy Ringlien	2
Don Berggren	1

Pictures by Chris Edmonson taken from the front seat of his car. August 9, 2020

Right: Returning from flight number 2 in HoSoFo, flying trusty plastic covered Ramrod 250, in the rain, was wondering who this tall kid was walking towards me with an umbrella? It was grandson Aaron. He offered to share his umbrella, but I declined because my second pair of clothes were already soaked. He continued to walk with me as I flew flight #3 in the rain, and last flight in CLG.

Left: After flight #3, HoSoFo, stopped by canopy where Oakins, Dona, and Watkins were huddled. They weren't totally socially distanced, but were not hugging and kissing....yet, that I saw. But they did offer a considerable amount of heckling and commenting about the idiot flying in the rain, totally soaked. The flight was about 2 ½ minutes but they were trying to convince me that it was well short of 2 minutes.

Note: The next day had an email discussion with Andy Ringlien. He wondered if my rain soaked models would ever be in trim again? This led to a long discussion about how plastic covered models are not affected by rain or moisture like tissue or silk covered. Back in the 1950s, I covered my models with tissue or silk. The ½ A gas models would usually make it through a test flying session and the first contest. After that, they were fuel soaked, and warped, and either needed the warps steamed out, or were crashed. Love the plastic!



Photos supplied by Garry Peterson. Taken in August 2002

Bird Dogs made with love and perfection. Must have been a fun project for Garry Peterson, Aaron Petersen, Greg Thomas, and Herman Fessler. Are these models still in flying condition? Please bring to a club meeting so that we can ogle them again!

From Garry Peterson: The photos were taken at the August 2006 MMAC/Red Pine Raiders (Flying Aces Chapter) event. The models were based on the Guillows kit, but highly modified by most of the guys so they'd have a chance of flying.

Yes! I've still got my arctic white Bird Dog. I'll try to remember to bring it to an upcoming meeting.

Greg won a first prize with his at the FAC Nationals the following year.



11 Aug 2002

On left, pictures by Aaron Petersen

Jorge Triana
The club needs to have a Jorge memory meeting with models shown that he built. I have a number of them.