CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

* The Weather *
Turning leaves
and turning cold

- Editor -
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CIA 19th Annual Regional Free/Flight Meet (9-15/16-90) - The Outcome ..... by Murph

This meet was intended to be a NATS warmup, as well as the final formal contest weekend at WPAFB for 1990. How time do fly! Well, time flew away on this weekend - or more properly , "blew away" - as the wind velocity and its direction did us no favors at this two-day session. We got 20-25 mph winds out of the NW for most of the two days which resulted in the shortest distance to a perimeter fence that can be possible at W-P. (It turned out that our high winds were just a taste of what was in store for the upcoming NATS! - ed.) Some models went 'out-of-bounds', and even some were not returned before we departed Sunday evening. Obviously, competition flying was sparse and spotty because of the conditions dealt by the wind gods.

Although 38 gracious contestants entered the various events, which paid the trophy bill, many entries were not flown because of the windy conditions. At any rate, this was a great example of contest support by would-be contestants, even though many knew they would not place models at the mercy of the winds! The CIA certainly appreciates this display of unselfish sportsmanship and support!

However, all was not so dull as the weather. The contest marked the first W-P competition in which the new B-V "Shuriken" engine was officially flown. All eyes - and ears - were tuned to these gorgeous red machines everytime one was started. The two that I observed were mounted in Mavericks, which are about 265 sq. in. models. One went on to win 1/2A Gas in the hands of Keith Fulmer on Sunday, while Gerry Caldwell's went OOS with a D-T; thus, probably earning the sad distinction of the first Shuriken to be lost in a F/F power model. (Jerry was doubly sick, as this engine was one of the first prototypes! - ed.)

Jim Haught's 1/2A Gas "Power Play" design logged two maxes before it D-T'd into a treetop out of the field. It was still lodged in it as we left Sunday eve! Jim put in his 3rd flight with another like design

(cont'd p 4)

ELECTRIC FINGER - A Construction Project

As promised in the last Informer, we're pleased to present Gil Morris' self-timing scheme, as told by the ol' Master himself! We think you'll agree that his thoughtful step-by-step makes this project nearly idiot proof. Here we go.

List of Materials: (Total cost approx. $15)

1. Chronograph wrist watch. Recommend water resistant 30M, made in China, with white plastic case. Available from discount stores such as K-Mart for about $13. Plastic case is easy to drill and won't short out connections. This particular model has convenient 'nitches' on the sides in which to cement the connector tubes.
2. 24 or 28 ga stranded wire. You can buy a foot of 9 conductor computer cable at Radio Shack for $0.59. Strip off the outer jacket and you have 9 small insulated, stranded wires.
3. Size 14 thumb/finger grip from most office supply stores - about $0.19.
4. From scraps or hobby shop: a.) 1/32" dia brass wire, 2 pieces each 3/4" long. b.) 1/32"ID x 1/16"OD brass tubing, 2 pieces each 3/4" long. c.) 0.010" thick brass sheet , 1/4" wide x 2" long.

(cont'd p 5)



Just a Friendly Reminder to ALL AGENTS ...
Don't forget to keep track of your contest succeses. Harry Murphy would like to know about all of them, so fill out your Contest Points Claim Forms and get them in to Murph. If you have enough points, you'll get a wonderful award, not to mention the adulation and screams of the Model Groupies at the CIA Annual Banquet in January.

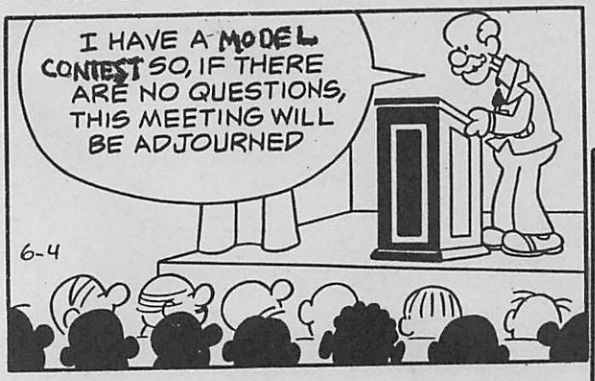
Slow Poker ... This Category I IHLG by Stan Buddenbohm holds the current AMA National record at 1:22.8 (about 41 1/2 sec's per toss under a 26ft ceiling!). Build one up and try to beat Stan's record at the IFFF Kat I Kontest, Sunday Dec 9, 1990 at the Ben Davis High School Gym in Indy !

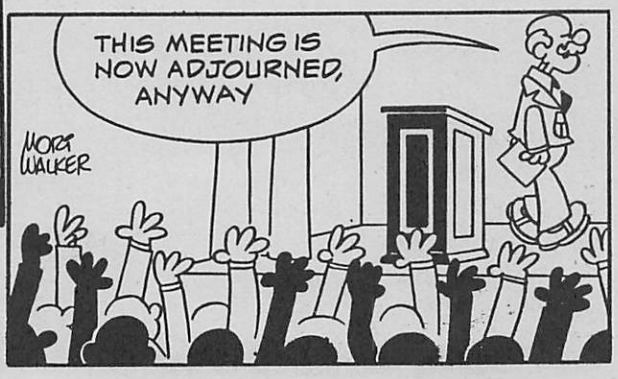
Stan sez: "Turning the glider with massive stab tilt is the best way to go. Weight is less important than glide speed; keep the glide speed up and times go up!"

His current gliders have deeper flaps (1 7/8"), smaller stabs (about 1/8" all around), no finger grip and a thinner airfoil (about .080 in the center with no taper for the first 5"). Now we know the secrets. Thanks, Stan. - MJW

A Javelin - XL Update ... The Federation ROG model by Jim Clem featured in the last Informer continues to improve with age ! As of Labor Day, it turned over 9:41 - the longest flight ever for a FROG! He should break the 10 minute milestone any time, now. Couldn't happen to a nicer guy ....

Did you notice ..... District VI VP Jim Sears getting writer's cramp timing all those kids' HLG flites at the NATS on Saturday? (Roger Wathen brought a busload of his science students down from Indy to fly the Jr. OHLG event.) Thanks, Jim.





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CIA Welcome Mat ..... More new faces for this issue! Say HI to new Agents Ted Fidler from Churubusco, IN and Jim Jauch and Don Rinker from Ft. Wayne, IN. And thanks and welcome aboard to new subscribers Jim Clem (FROGman) from Plano, TX; Andrew Tomasch from Ypsilanti, MI and Don Wensel of N. Canton, OH. While your enthusiasm for this ole rag is at its peak, send me an article to publish - ha !!! All kidding aside, I can use all the input I can get!

A Request for Help ..... Agent Charles East (308 S. Center, Flora, IN) is in dire need of model beginner's basic information, and suggested the Informer or NFFS Digest consider a Beginner's column. (The Informer can't really do justice to a Beginners' column, as this rag has very limited space and traditionally tries to serve modelers of some experience. I think Ed Whitten's "Junior Flight" column in Model Aviation is good stuff for beginners, but you'd almost need to make a 'book' of all the back issues to get a meaningful picture. Ron Williams' "Building & Flying Indoor Model Airplanes" is a superb book for beginners and experts alike.) If any of our readers knows of an equivalent book for outdoor models, please contact Charles (or me!). He can be reached at (219) 967-3387. Hope this gets ya some action, Charles ... MJW

Sho 'N Tell ..... We'd like to extend an invitation one more time to all Agents to attend our CIA club meetings the 1st and 3rd Mondays of the month (exceptions noted) 7PM at the Anderson Airport. The demonstration schedule will be as follows:

Nov #1: Moe Whittemore
Nov #2: Guy Scott
Dec #1: Harry Murphy
Jan #1: Roger Lane
Jan #2: M. Chamberlain
Feb #1: Guido Speedy
Feb #2: Les Hallgarth
Mar #1: Harry Murphy
Mar #2: Moe Whittemore
Apr #1: Guy Scott
Apr #2: Harry Murphy
May #1: Roger Lane
May #2: M. Chamberlain
Jun #1: Fly at Killbuck

SLOW POKER by STAN BUDDENBOHM 3

USE INSTANT GLUE THROUGHOUT. .02 ABS L.E. (SEE ALLEY OOP PLANS)
MAKE UNDERCAMBER PLATFORM TO SAND & GLUE DIHEDRAL JOINT.
10° EACH SIDE. USE HAND RUBBING TO WARP FLAP. GLUE
PYLON TO WING. SAND BOTTOM TO MATCH FUSELAGE. TAPE
TOGETHER. TRIM: LAUNCH HORIZONTALLY WITH GOOD
SPEED. PLANE SHOULD SLOW INTO GLIDE
CIRCLE WITHOUT RISING OR DIVING. IF NOT
THEN ADJUST BY SANDING BOTTOM OF
PYLON. WHEN CORRECT-GLUE PYLON.
1/16 STAB TILT—AWAY FROM GLIDE
CIRCLE. ADJUST TURN WITH
RUDDER. SLIGHTLY HEAVIER
INBOARD WING IS GOOD.

NOSE MOMENT: 4 1/2
TAIL MOMENT: 8 1/4

+.105
ATTACH AFTER CUTTING & BEFORE SANDING DIHEDRAL
.003 CARBON FIBER SHEET TOP & BOTTOM
+CG
4-5 lb C
CUT OUT TO ALLOW FLAP-AFTER SANDING DIHEDRAL ANGLE-BEFORE GLUEING
AFTER WARPING
AFTER SHAPING
4-5 lb A
DIP IN AIRFOIL TAPERS TO NO DIP AT APPROX. 1/2 SPAN
5-6 lb C

SLOW POKER
©1988 by STAN BUDDENBOHM

BLACKSHEEP VMF-214

NOSE: 1/16 x 1/8 15 lb
BOOM: 1/16 x 1/8 → 1/32 x 3/64 4 lb
.003 CARBON FIBER SHEET ALL 4 SIDES

NOSE
1/16 7 lb C
BOOM
1/16 7 lb C
NOTE SLIGHT NEG. INCIDENCE IN PYLON

5 lb C
+.015
.007 +
+.007

+.03
GLUE TO BOTTOM OF FUSELAGE
+.01
5 lb C
+.01
.01 +

5 lb C
.02 +

(19th Annual Regional F/F Meet ... cont'd) for 2nd place, followed by Jr. entrant Ryan Bane with a nicely trimmed Starduster-X.

Of course, 1/2A was Sunday and we are a bit out of sequence here, so let's go back to Saturday and pick up the happenings there .....

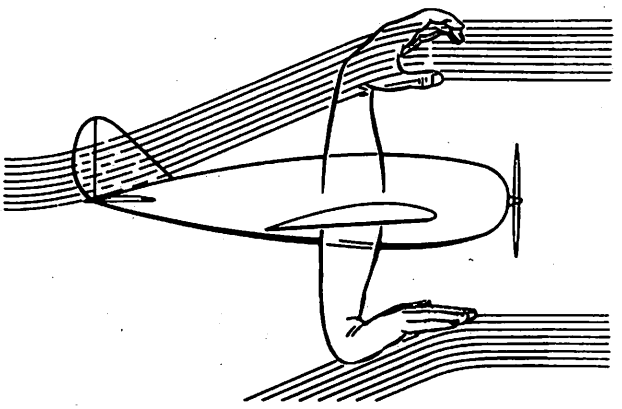
Guy Scott and Gib Robbins placed their Satellite 450's in first and second, respectively, with max-out pluses. Keith Fulmer was a close third with a like design. Marty Richardson logged the only 3-max total in Mulvihill for top money and the 'Chet Lanzo Trophy'. Larry Willis and Bill Jackson followed respectively. Towline saw only two brave flyers take to the elements, but Dale Mateer posted 5 straight maxes to make it a respectable win - followed by Lou Willis.

With eleven entries, the combined Nostalgia Gas event headed the list with the most entries. Brad Bane's A/B Spacer missed a max on his 6th official flight by only 3 seconds. Larry Willis with a Jerry Nolin Happy Days (and being aided by Jerry himself) was a close second at 17 seconds behind. Third spot went to Elmer Jordan and his ageless RamRod 600 powered by and even older Fox 25. Bill Hale's Basic Yeller bested Harry Murphy's PeeWee Pur-Soot in PeeWee 30 with Dick Rikel's model in 3rd. Dick's model was one of those that cleared the fence and had not been heard from by the end of the contest.

The Catapult Glider event may have been designed to be easy on the "arms-of-the-aged", but on this day it was certainly rough on the feet, so any launch took the gliders wa-a-a-aay downwind! Anyhow, Bill Hale didn't bother to chase one of his gliders very far, as it went OOS for the only max of the event - which eventually put him in first place, followed by David Dobbs and Larry Willis. A last minute decision to break out the Jr/Sr age group into a separate event produced 6 eager flyers, with Jamie Willis (our only lady flyer) winning the trophy and a kit. The remaining five entrants went home with kits, as well ..... so much for Saturday.

Sunday will bring better weather, right?

Wrong! More of the same! However, a slight wind direction change permitted a move of the launch site to the north end of the field about noon. Much more of the field could now be utilized, but the wind seemed to get even stronger at this point! Anyway, the persistent prevailed in some events, but C/D Gas wasn't one of them, as none of the three entries made an official flight. Old Timer Gas fared a little better with two flyers, as Dan Harshman and Elmer Jordan dared the gales with Zippers for first and second laurels.



The .020 flyers were apparently not scared off, as 10 entries logged in. Elmer Jordan copped first, with Bob Edelstein and Richard Rikel following. Frank Heeb captured the combined P-30, C02 and Electric "A" event with only two official flights, and Bill Jackson coming in as bridesmaid. Don Jenkins had the lone Electric entry, and was a close third. The Jr/Sr P-30 trophy went to Jamie Jackson with the other three entrants taking home appropriate kits, as well. Ryan Bane topped the Jr/Sr OHLG competition and won a trophy and a kit for his labors. He also won the Jr/Sr Hi-Point trophy for his high time in gas, as well. All of the Juniors are to be commended for performing so well under such adverse weather conditions!

The Open HLG event went down to the 4PM wire with Roger "Popeye" Lane emerging as the winner with Moe Whittemore and Jim Haught falling short in their last minute efforts to best Roger's time. Then, it was over for another contest and another contest year at WPAFB. Only the USOC/NATS week-long affair remains!

The CIA wishes to thank all who supported our two-day, wind-swept happening. Even though flying was curbed, fellowship and "model aeroplane talk" abounded - and maybe it's good it happens that way sometimes. See y'all at the NATS !! - HSM

CIA 19th ANNUAL FREE FLIGHT MEET - RESULTS

1/2A Gas
1. Keith Fulmer
2. Jim Haught
3. Ryan Bane *

A/B Gas
1. Guy Scott
2. Gib Robbins
3. Keith Fulmer

Mulvihill Rubber
1. Marty Richardson
2. Larry Willis
3. Bill Jackson

C/D Gas
BLOWOUT!

OHLG (Jr/Sr)
1. Ryan Bane
2. Troy Chamberlain
3. Nathan Dobbs

OHLG (Open)
1. Roger Lane
2. M. Whittemore
3. Jim Haught

A1/A2
1. Dale Mateer
2. Lou Willis

ABC O.T. Gas
1. Dan Harshman
2. Elmer Jordan

P-30 (Jr/Sr)
1. Jamie Jackson
2. Ryan Bane
3. Nathan Dobbs

P-30/CO2/Elec'A'
1. Frank Heeb
2. Bill Jackson
3. Don Jenkins

Ctplt Gldr (Jr/Sr)
1. Jamie Willis
2. Troy Chamberlain
3. Steve Willis

Ctplt Gldr (Open)
1. Bill Hale
2. David Dobbs
3. Larry Willis

PeeWee 30
1. Bill Hale
2. Harry Murphy
3. Richard Rikel

.020 Rep/1/4A NosGas
1. Elmer Jordan
2. Bob Edelstein
3. Richard Rikel

1/2A/ABC NosGas
1. Brad Bane
2. Larry Willis
3. Elmer Jordan

(Electric Finger ... cont'd)

Instructions: (Ass'y time - approx. 4 hrs.)

1a. Remove back of watch and drill a 1/32" hole on opposite sides from inside to outside of the case. This is to string the two wires through.

1b. Do not solder or make any changes inside the watch. Instead, make pressure connections: one on the terminal where the Lap/Reset button is, and the other on the common contact against which both the Stop button and the Lap/Reset button act. Start by cutting wires to length and soldering one end to each of the two 1/16"OD x 3/4" lg brass tubes. Then, tin the other ends, feed wires through the 1/32" holes and squeeze the two in for good contact to the above terminals. Reattach back.

2. Make normally closed switch as shown in sketch. Solder wires in place before cementing the two brass parts together with hot stuff.

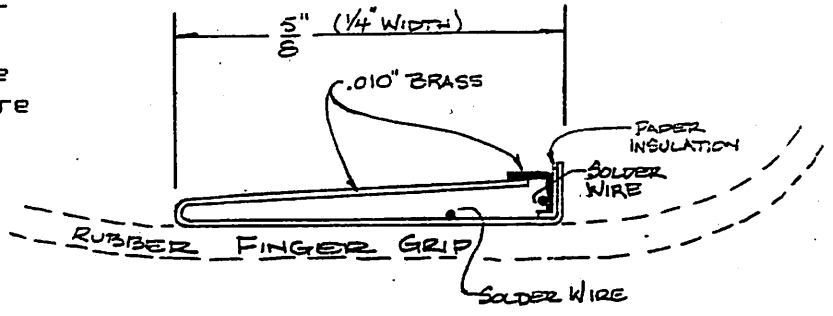
3. Solder 1/32"dia x 3/4" lg pins to wire ends. put slight crimp in each so there is a nice 'plug-in-feeling' when slid into connectors on watch.

4. Hot-stuff switch to inside of finger grip.

Operation:

1. Connect finger switch to watch.
2. Reset watch to zero with Reset button.
3. Grasp model (which opens switch).
4. Release model; contact is made and watch will start.
5. You can stop the watch by first pinching your fingers together, which opens the switches then releasing pressure, thereby closing contact and stopping watch. Another option is to push the Lap/Reset button on the watch, which is good if you want to check engine run, and then total flight time.
6. Disconnect finger switch from watch. Watch may now be used in its normal manner!

- Gil Morris



AUGUST 11-12 NOFFA MEET RESULTS

1/2A Gas

1.	G.Morris	1046
2.	D.Mateer	660
3.	J.Haught	333
4.	G.Bowers	249
5.	A.George	229
6.	H.Murphy	205
7.	B.Haught	92
8.	J.Peters	90

H.H. Catapult

1.	Jamie Willis	150
2.	L.Willis	114
3.	R.Lane	69
4.	J.Mekina	67
5.	J.Haught	62
6.	J.Greene	23
7.	H.Murphy	19
8.	Matt Rabe	12

ABC Nost

1.	H.Murphy	360
2.	L.Willis	347
3.	E.Jordan	323
4.	G.Bowers	307
5.	B.Hale	285
6.	B.Placier	27

1/2A Nost

1.	J.Nolin	353
2.	G.Bowers	300
3.	H.Murphy	269
4.	B.Hale	262

C/D Gas

1.	G.Scott	360
2.	D.Rabe	299

A/B Gas

1.	G.Morris	750
2.	B.Barr	433
3.	G.Scott	360
4.	J.Peters	360
5.	O.Stewart	318
6.	G.Greene	120
7.	A.George	120
8.	B.Placier	76

OHLG

1.	J.Mekina	220
2.	Steve Willis	197
3.	R.Lane	114
4.	L.Willis	75
5.	D.Rabe	23
6.	Matt Rabe	16
7.	Beth Mekina	11
8.	Eddie Jackson	6

OT Rubber

1.	L.WIllis	780
2.	F.Heeb	523
3.	O.Stewart	356
4.	M.Richardson	218
5.	B.Haught	119
6.	R.Lane	84

ABC OT Ignition

1.	E.Jordan	351
2.	D.Patton	308
3.	D.Harshman	292
4.	H.Murphy	279
5.	G.Bowers	56

Nost Payload

1.	B.Barr	203
2.	B.Hale	19

PeeWee 30

1.	B.Hale	2260
2.	G.Bowers	2186
3.	L.Willis	1992
4.	E.Jordan	1853
5.	H.Murphy	1840
6.	B.Barr	1732
7.	F.Heeb	223

P-30/Coupe/Elec/A1

1.	M.Richardson	347
2.	Denise Mateer	307
3.	P.Agnew	296
4.	F.Heeb	295
5.	B.Hale	287
6.	B.Jackson	258
7.	R.Lane	150
8.	Jamie Jackson	140
9.	L.Willis	118

.020 Payload

1.	H.Murphy	330
2.	E.Jordan	315
3.	J.Haught	304
4.	B.Hale	280
5.	G.Bowers	210

1.	D.Mateer	553
2.	L.Willis	350
3.	B.Hale	325
4.	G.Bowers	305
5.	H.Murphy	277
6.	J.Haught	275
7.	R.Lane	274
8.	J.Greene	174
9.	B.Haught	73
10.	E.Jordan	51

Hi Point Winner - Bill Hale.

For the Magazine/Article Collector ...

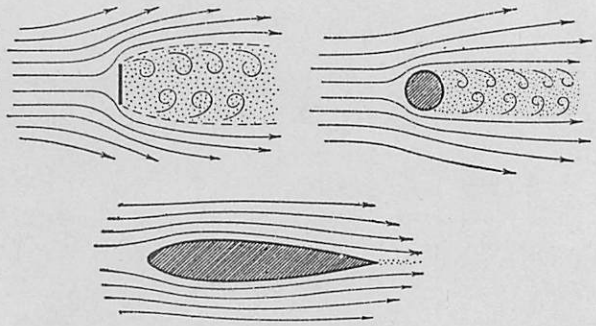
Got to give a plug to Agent Jim Patten's Index and Guide to the major U.S. model aviation magazines. The service includes lists sorted various ways representing rather complete access to 8565 plans and articles from 27 different publications (over 2200 magazines), some of which originate in the late 1920s! If you buy into this service, an update list every six months is part of the deal. If you'd like to know more about Jim's service, contact him at (513) 484-3158 or 5646 South Route 68, Lot 107, Urbana, OH 43078-9471.

It is with great regret that I must report the death of Jim Cahill. Jim was one of modeling's historic figures and contributors. He was an American Wakefield Team member often, and the 1937 Wakefield winner. Jim was originally from the Indianapolis area, a familiar figure flying from the Stout Field and Ft. Harrison sites.

Jim lived in Mt Prospect IL, a Chicago suburb, and spent his last decade as an Aeronut - always maintaining the interest in his modeling activities.

Jim died Monday, October 29th following a lingering illness.





Airflow about bodies having different shapes but the same cross section.

I got lucky at the '90 L'ville FF Nats. Lost my brand new Wakefield 005 in Round 7 when the DT timer failed to release the line. I chased it to the edge of a woods, then stopped at this barrier to keep a line on it, figuring a good line was more important than looking for access roads around and beyond the woods, as I was on foot. The model kept drifting downwind, slowly climbing, and gradually disappeared from my sight. The Timer lost it (with binoculars) at about 8 1/2 minutes.

I was crushed. Even worse, I'd locked myself in the workshop for 3 weeks building the damned thing, neglecting housework and yardwork alike to get it finished in time for the Nats. How do you explain this one to your wife ?? Betty's a nice lady. She also had a hell of a good suggestion.

Wouldn't it be nice to have aerial views of our flying sites - or at least sketches of them - that show the access roads/paths and barriers/crops of the surrounding few miles of terrain subject to model over-flights ??

This info could be included on contest notices, or at least a master copy of same posted at the official's table! This might be a legit task for the AMA Site Committee people, at least where Nats sites are concerned. It looks as if it could become an RC problem as well, with flyaways of a couple of Assist models at the L'ville Nats.

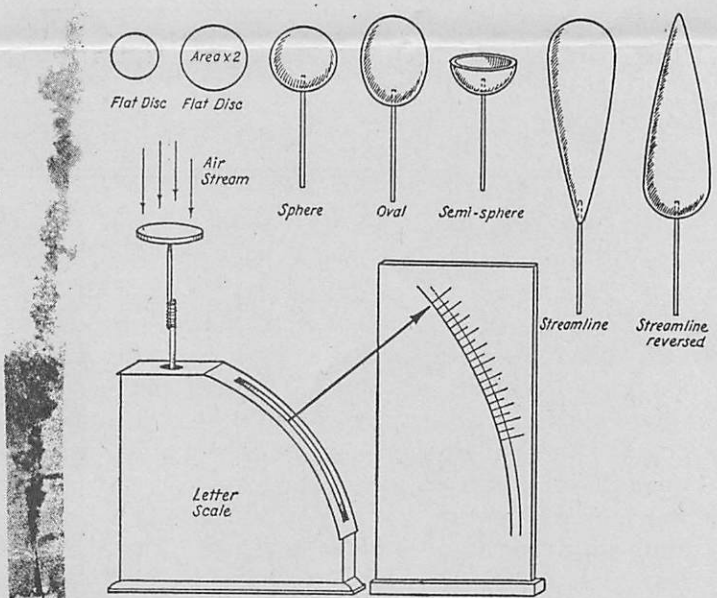
My Wake Loss story has a happy ending. When we got home after the contest there were phone calls waiting for us. Seems that Randy Hamilton, a Vincennes Univ. flight instructor (headquartered at the airport) and his student were up getting in some flite time, when they spotted my model in a field some distance away from the airport! Randy took the trouble to go in after the model, and even dropped it off at my son's dorm room at U.U.! Incredibly, he wouldn't even take any reward for his efforts !!

What can I say ..... - MJW

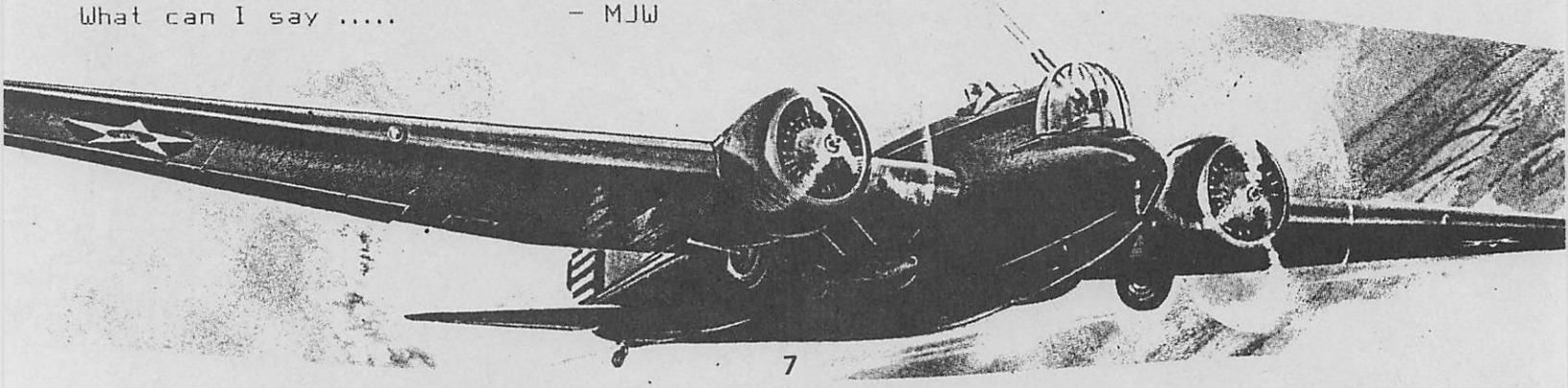
Scale Model Plans Service ... I received some info recently on another new (to me) plans service - Bell Model Aircraft Co. They seem to have an interesting selection of warbirds (both prop and jet!) and golden era racers in the 20" to 25" span range. The extremes are a peanut Knight Twister, and a 48" span B17G.

The plans are drawn especially for the FF scale modeler and have been painstakingly researched. For example their P-51H used rare, never released to the public factory drawings as the basis for the model plan.

Interested? Send for a copy of their offerings at 650 Pinecrest Drive, Largo, FL 34640. Ph: (813) 584-4003.



Apparatus for measuring dynamic air pressure.



EMPIRE STATE FF CHAMPS - AUG 11 & 12, 1990.
(The Poorman Farm - Fayette, NY. 33 Contestants.)

1/2A Gas (Op)

1.	Jack Nix	360
2.	Rod Mogel	351
3.	Jim Boccinfuse	343

1/2A Gas (Jr)

1.	Ryan Bane	309
2.	Grant Yokel	245

B Gas

1.	Ed Keck	900
2.	Emmett Holt	592
3.	Bill Prensky	538

Coupe d'Hiver

1.	Bob Hatschek	278
2.	Fred Blom	275
3.	Joe Williams	260

A-1

1.	Jim Moseley	315
2.	Fred Blom	295
3.	Jack Nix	174

OT Gas (All)

1.	Fred Blom	360
2.	Bob Edelstein	329
3.	Jack Barker	243

Rubber Scale

1.	Jack Barker	142
2.	Vet Thomas	97
3.	Bob Anderson	39

.020 Replica

1.	Brad Bane	324
2.	Jack Nix	297
3.	Bob Edelstein	234

A Gas

1.	Ed Keck	840
2.	Jim Moseley	553
3.	Mark Shankle	355

C-D Gas

1.	Emmett Holt	360
2.	Ken Koeppel	340
3.	Bill Prensky	271

Unlim Rubber

1.	Joe Williams	780
2.	Fred Brown	773
3.	Bob Hatschek	733

Unlim Towline

1.	Jack Nix	285
2.	Fred Blom	120

P-30

1.	John Clapp	360
2.	Joe Williams	319
3.	Dusty Miller	285

P-30 (Jr)

1.	Ryan Bane	343
2.	Dean Thomas	71

HLG (Jr/Sr)

1.	Ryan Bane	74
2.	Grant Yokel	47
3.	Dean Thomas	14

HLG (Op)

1.	Mark Shankle	139
2.	Vet Thomas	47

NosGas (1/2A thru C)

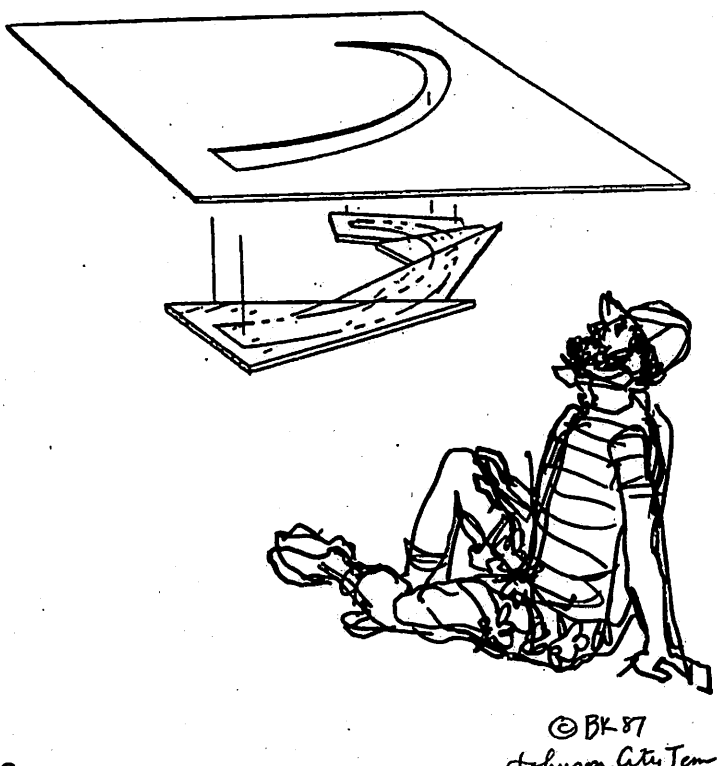
1.	Brad Bane	948
2.	Jim Moseley	682
3.	Bob Edelstein	333

CD's: John Carls
&
Brooks Goodnow

A Wing-Ding Tip On Wing Tips ... (From the NFFS Digest, originally by Jim O'Reilly.)

Several years ago I decided to build Ed Lidgard's Eugene II. I wrote him and he suggested that Eugene might be a better flying ship. He offered me the use of his plans and templates. I accepted. What popped out of the mailbox some weeks later was more templates than plans. The only wingtip information in the bunch was a piece of light cardboard with a wingtip-shaped hole in it. Hmm. For years I had been carefully and inaccurately cutting out funny crescent shaped pieces and gluing them together to form wingtips. Sometimes they even resembled the original intent of the designer! Most times not.

With Lidgard's templates you just glue up some oversize pieces of sheet stock without worrying too much about the exact locations of the joints. Slap on the template and carefully trace around the edges of the hole with a sharp modeling knife ... and Presto! ... finished tips!



P-30 TRIM TECHNIQUE
Gary Buddenbohm

P-30 is certainly the easiest and most popular from of free flight today, and with the many kits available, comprises most people's first attempts at competition flying. However, once you get your plane out to the flying field, how do you get the best possible performance out of it? Hopefully you will find these techniques as useful as I have.

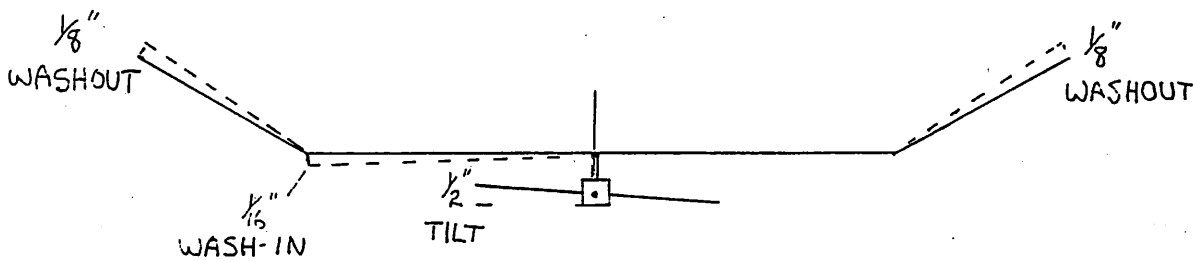
It goes without saying that you need to keep your plane light, as close to the 40 gram minimum allowed as possible. Unfortunately, many manufacturers use whatever wood is available when making up their kits. Where practical, substitute lighter wood for pieces that are too heavy. If you don't have an accurate scale, by all means get one. It will pay you many times over with better flying airplanes.

The flight pattern I use is right under power with a right glide circle. The reason I prefer this is that a right-right pattern has a better chance of staying in a thermal. Many times I have seen a plane trimmed for right under power and left glide fly out of a thermal (and into the down), when it has to change direction as the motor runs out.

To achieve a successful right-right pattern, I trim my P-30 as follows. First, use stab tilt instead of rudder offset to control the glide turn. The right tip of the stabilizer should be about 1/2 inch higher than the left. Leave the rudder straight. Using the rudder to get your glide turn in a right-right pattern can prove fatal to the plane. As the plane speeds up (such as on the burst of the rubber motor), the effect of the rudder is greatly magnified and can cause the plane to wing over into the ground. One other thing I do is try to build the right half of the wing slightly heavier than the left, as this does make it easier for the plane to turn.

Wing warps are also very important to a successful plane. I warp both tip panels with 1/8" washout (trailing edge up), and the right center panel with 1/16" washin (trailing edge down). This can be built in or warped in later. Leave the left center panel flat. Personally, I put my warps in with the last coat of dope by doping one panel at a time and holding it in the desired position until the dope dries.

FRONT VIEW OF
WING WARPS AND STAB TILT
(NOT TO SCALE)



Buddenbohm, Continued

Once the plane is assembled, check the center of gravity by balancing the plane on the wing until the fuselage sits level, front to back. You should try to achieve a C.G. of 60% of the wing chord to start. For example, on a 4-1/2" wing chord the C.G. would be about 1-11/16" from the trailing edge. The C.G. location is very important to the performance of the plane under power. If you have the C.G. too far forward you will have to add incidence in order to glide properly. What happens to the plane then is at the high speeds generated by the burst of the motor, you will power stall (or even loop!). This can be corrected with downthrust, but doing so will kill the plane's climb during the last half of the motor run. If your C.G. is too far back you will generally see the plane want to power stall on the last half of the motor run, rather than all the way through. Again, downthrust may correct this, but you will be eating away altitude by doing so.

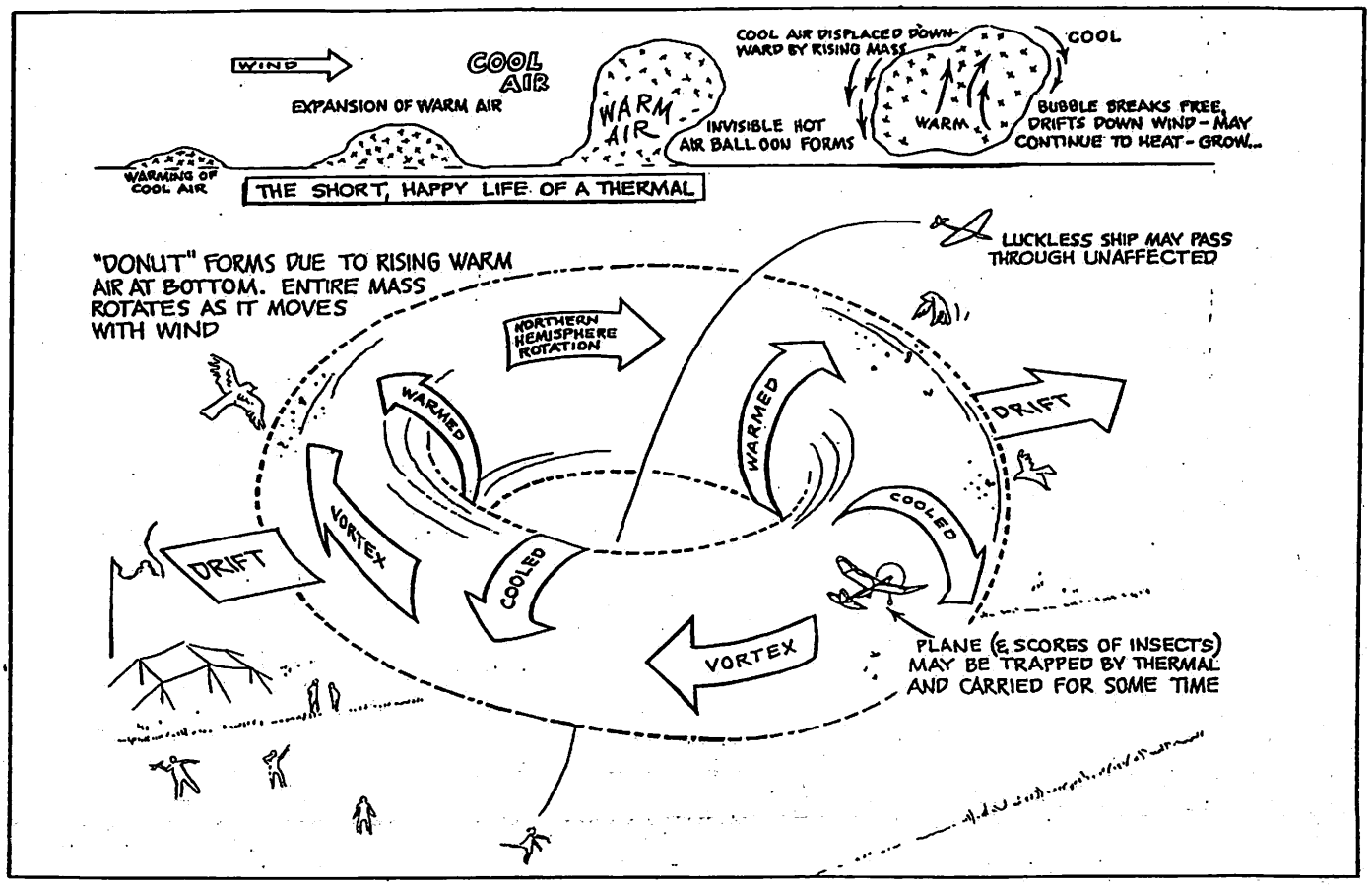
Don't bother trying to fine tune the glide until you are actually flying your plane, and once you have a proper C.G. location, never adjust the glide by adding or subtracting weight.

I start my thrust adjustments with 5-6 degrees downthrust and 2-3 degrees right thrust. Give the plane 150 turns on the motor, and try to let the plane fly out of your hand rather than throwing it. If your plane wants to stall under power and your C.G. wing warps, glide, etc., are correct, add more downthrust by using thin shims until the power stall disappears. If the plane shows no tendency to climb at all (or dives in), and all else is correct, remove downthrust by the same method until the plane climbs under low power. The right thrust adjustment should cause the plane to make 2½ to 3 circles under a fully wound motor. Too many tight circles under power will cost you a lot of altitude as well as increasing the danger of winging over into the ground.

Once the plane looks safe at low power, increase your turns to 300 and observe it again. Make any necessary adjustments, and repeat the procedure with 500 turns, then 700 turns, and finally full power for your motor. After you have completed your adjustments, permanently sand in the thrust angles. One note: while it is certainly OK to do your initial trimming on weak rubber, try to fly the plane at least once on the best rubber you can lay your hands on. The extra speed and power will magnify minor problems you may have missed. Plus, you don't want to show up at a contest with the great rubber you have been saving only to find your plane isn't as trimmed out as you had thought.

So give this trimming procedure a try, and I think you will be pleased with the results. Remember also that our club is responsible for running the P-30 event at the U.S.F.F.C. this year, and it would sure be nice to take home a trophy!

The following gem of a drawing was stolen from a recent "El Torbellino" newsletter. Thought you all might want to add it to our growing library of "field meteorology" information featured in past Informers.



SPORT FLYERS DOWN GOODYEAR BLIMP!!

Model plane 'pilots' buzz blimp, ripping airship and forcing it to land

UNITED PRESS INTERNATIONAL

Carson, Calif. — Two men flying model airplanes purposely buzzed the Goodyear Blimp, hitting the airship and ripping a hole in its side Sunday, police said.

The deflating blimp landed safely, and deputies sought the two pranksters, authorities said.

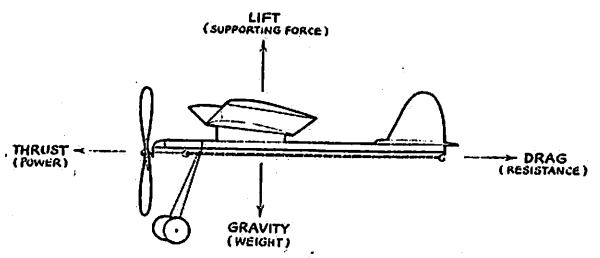
Witnesses told deputies the two men were flying model airplanes from a Holiday Inn parking lot about a half-mile from the blimp's Carson airfield and joked that they were buzzing the blimp and then hit the ship, Lt. Paul Harman said.

The blimp, carrying seven people, made an emergency landing, touching down about 4:30 p.m.

Crew members at the Goodyear Airship Operations Center in Carson patched the 2-by-2-foot hole in the side of the silver kevlar-skinned blimp to prevent it from deflating further and causing structural damage, Harman said.

Speaking of Newsletters ... My report of the death of the "Scatter" West coast FAI newsletter will have to be retracted! Bill Bogart has stepped in and taken up the baton of Editorship of this fine newsletter, keeping it alive! Being somewhat familiar with his writings, I'm sure Scatter should prosper, especially if Bill contributes material! If any of our readers want to sign up, contact Bill Bogart, 14837 Los Robles Ave, Hacienda Heights, CA 91745. $15 per 12 issues. - MJW

Did You Know ??? The honor of being the first aeronauts nearly went to two French criminals, who could have gained their freedom by volunteering for the flight! However, Francois deRozier protested loudly enough to get selected instead. He became airborne in a tethered Montgolfier hot air balloon on Oct. 15, 1783.



AREA CONTEST CALENDAR FOR 1990

Nov	4	Columbus, OH	MECA Collecto
Dec	9	Indianapolis, IN	IFFF KAT I Indoor Kontest

The INFORMER

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