CENTRAL INDIANA AEROMODELLERS

CIA INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
There's a shower
every hour.

- Editor -
Moe Whittemore
2348S, 700W
New Palestine
IN 46163

Issue # 2/93 March/April Price $7.50/yr.

Food for Thought .... by Mo Whittemore

"Where Does Racing Go From Here?" A title of a model race car article appearing in the Sept '46 Model Craftsman mag ...

I remember the days when gas-powered model rail and cable racers were at least as popular as model planes, trains and boats - even attended a couple meets over at old Washington Park in Indy, and dreamed about owning some of that beautiful hardware someday! The sport was popular enough that a **third** of the content of many model mags were devoted to construction articles, contest results and ads by manufacturers of these cars and their powerplants. But by 1952 the sport was virtually dead.

How could this land-based counterpart of U-Control die out, while CL modeling went on to hold its own, gaining international stature in an expanding hobby field?

This old editorial may shed some light on the situation. Editor C.A.Penn wrote, back then: *"Something must be done immediately about the alarming condition that exists in model car racing today, This is not a hysterical cry in the dark, but an appeal based on first hand facts gathered over a period of months and substantiated at the recent AMRCA National Convention in Detroit."*

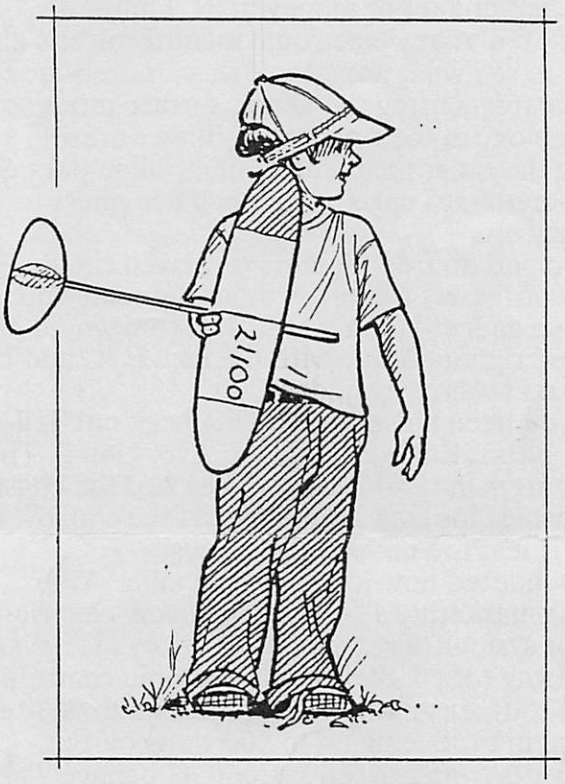
Apparently the concern was threefold:

1) *"There are already two national associations in existence and two more are in the stages of formation".* (Conquer and divide?) The 2nd organization came into being because of the conflicting personalities and 'obstinate hair-splitting' on rules and reg's of the 1st. The 3rd and 4th organizations are forming because of dissatisfaction with the first two!

   "Speeds are too high - too little is being done about safety. Keep in mind that this a hobby. Should it become too dangerous, there will be no attraction for new blood."

2) *"Top speeds are gradually settling into the hands of a few experts, some of whom are so deadly serious that it ceases to be a sport for either them or their fellow racers."* (Sound familiar?)

(cont'd p 5)



Kit Nomenclature ..... by Dirty Harry

For you novices who are shopping with your hard earned money for a model kit to build, you should know what the different adjectives mean that manufacturers use in describing their wares. Here are a few:

Short kit - There are a whole bunch of parts missing that should be included.

Full kit - Same as a short kit, but comes in a smaller box to appear you are getting more for the added cost.

Deluxe kit - You also get full size plans.

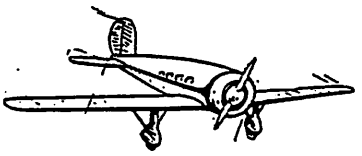
Super kit - A short kit with decals.

Master kit - Includes balsa scraps for wing gussets.

Semi-kit - A plastic model of a 1969 Mack truck.

Generic kit - One sheet of 1/16x3x36, very hard balsa and a 3 foot strip of shelf paper.

Pro kit - (Censored).



Welcome Aboard !! Let's all give it up for new Agents **Shel Myers** from North Olmsted, OH; **Bill Kozak** of Edgewood, KY; **Jack Dobbins** of Washington, IL; **Richard Meixell** from Huber Heights, OH and **John Schifko** of St. Louis, MO!

About That Toledo Shew ..... This was the first time for me. Seems like every third booth was a 1/4 scale cowling manufacturer! Never knew so many people needed another GeeBee cowling - must be a hell of a lot of money in it! I naturally gravitated to any electronic manufacturer's display, to see what was new. I was amazed to see so few mfgrs using the newer surface mount parts technology in their products - they were still using the older techniques (dual-inline paks & thru-the-board parts). So much **heaviness** in evidence!

Too bad no free flighters displayed their state-of-the-art wares. A modern metal skinned F1B or gadget-laden AMA B/C ship would have looked right at home with the nice R/C and U/C stuff that was being judged.

If you need balsa, you might check out **Trillium Balsa, Ltd.,** (260 Tillson Ave. Unit 2, Tillsonburg, Ont. N4G 385). They had the consistently best looking wood I saw at the sho, by far! Prices are comparable to Sig.

I wondered how long it would take. **Aveox, Inc.** is marketing a 540-size *brushless* electric motor system! Presently a bit pricey ($150) and requiring (of course) their electronic controller ($250), this multiphase gem is up to 96% efficient in producing up to 300 watts output - 200 watts from a 7-cell system! (I believe 746 watts is 1HP.) Won't be long, now! P.O. Box 1287 Agoura Hills, CA 91376.

As long as we're electric, we have to make connections. **Sermos Snap Connectors** markets a series of hi-current units (30a) that look like they could do the job for FF. (Cedar Corners Station, Box 16787, Stanford CT 06905.)

Kitting your own models? **Laser Innovations, Inc.** (461 W. Oakdale Dr, Ft. Wayne, IN 46807) will laser cut your parts. Part prices are comparable to other methods, and setup charges are less than for die cutting or sawing. Parts up to 14 3/4" x 19" are cut in a single pass. The sample ribs I saw looked great, albeit a tad burned!

If electronic spark ignition units aren't yet legal for your OT or NosGas models, they oughta be! Bill Brown, Jr. sure as hell would've used **Runtronic's** capacitive discharge spark ignition system, had it been available back then! It's a lot lighter than traditional rigs, weighing in at 50 grams. (Box 184 33224, Gislaved, Sweden.)

Then there's the **Thermal Navigator,** a 28 gram, $50 pressure sensor/vertical speed calculator that hooks to a rudder servo and gives a right turn when the model's in lift - "the faster the climb, the stronger the turn". (A 3 gram weighted Wake inboard wing does the same thing!) By **High Sky,** 3929 Kansas St #9, San Diego CA 92014.

Goin' to Johnson City ... Johnson City, here I come ... (gotta lotta crazy models there, and I'm gonna get me one!) Need a good Limited Pennyplane? Agent **Jim Clem** offers us a 3-view of his old standby. It usually has no trouble finishing in the top seven down there. It's a good one (I've seen it at work)! Good-looking, too.

If you're into the NFFS Sympos, you'd probably be interested in the British Free Flight Forums, edited by Newham Beaumont.

The years 1985-92 are covered. All the heavyweight FF author/modelers are represented - Screen, Pymm, Woodhouse, Presnell, Hunt, etc.

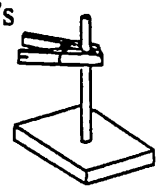
The topics look as good as the typical Sympo offerings, and the prices vary between $12-$16, depending on the issue. For info contact Fred Terzian, 4858 Moorpark Ave, San Jose, CA 95129.

Another Indoor Site? Agent **Stan Chilton** found a potential indoor site in Lake Charles, LA with a 98 ft ceiling. It's Burton Coliseum, and it compares favorably with West Baden. It's bigger, tho, with no open girders! And the Lake Charles people are eager to have an annual event there.

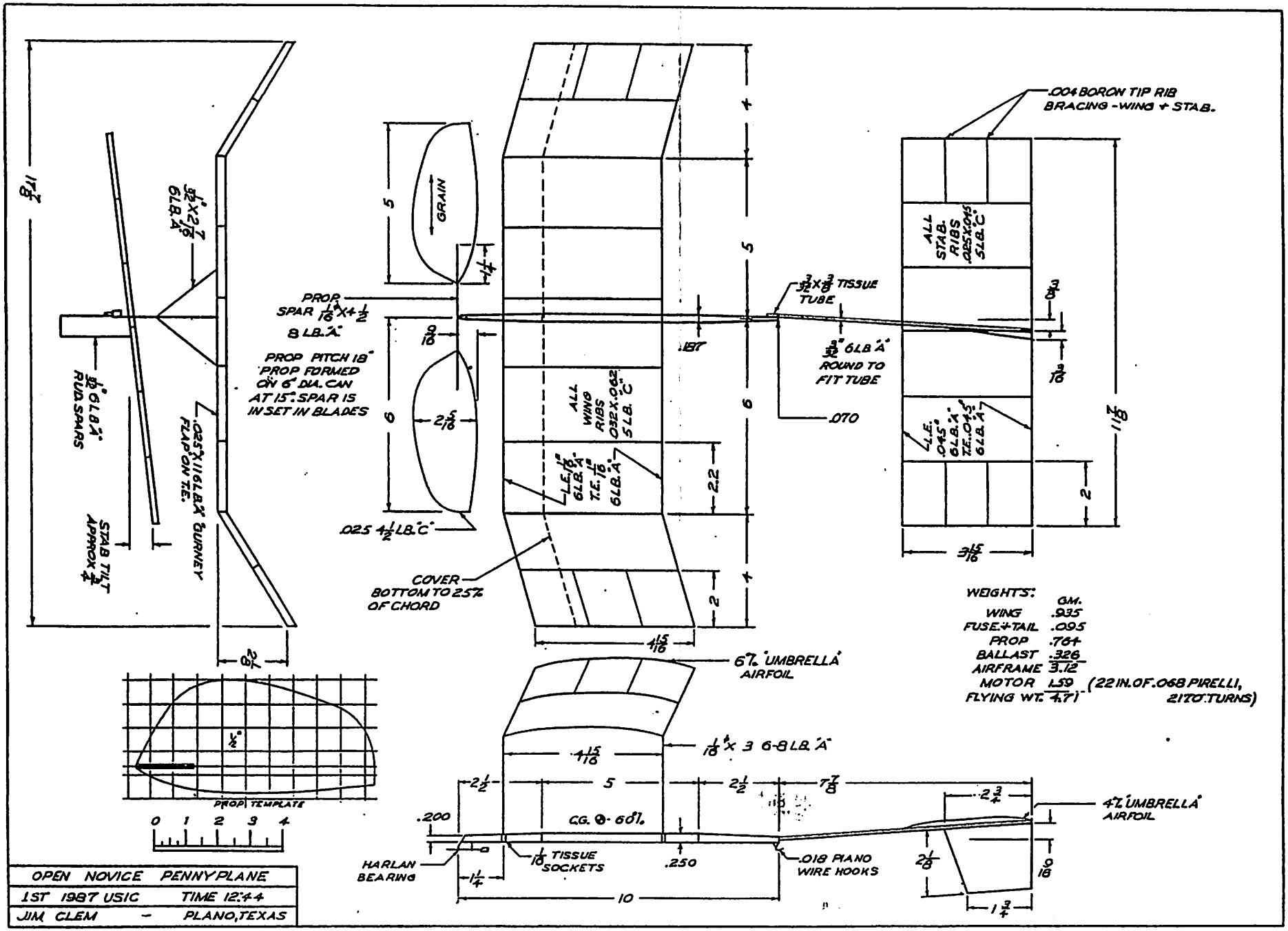
Stan's shooting for a trial gathering (10 or fewer flyers) sometime in October or November, with the goal of a large yearly contest in conjunction with Mardi Gras. Sounds great!

Errata!! I have to apologize for my mistakenly reporting that Agent **Elmer Jordan** was the recipient of the "Horzezazz" Award at the CIA Banquet. He actually received the "Football Talk" Award, for turning the air blue while disciplining his models. And all us Agents wish your wife well in recovering from her hospitalization ...

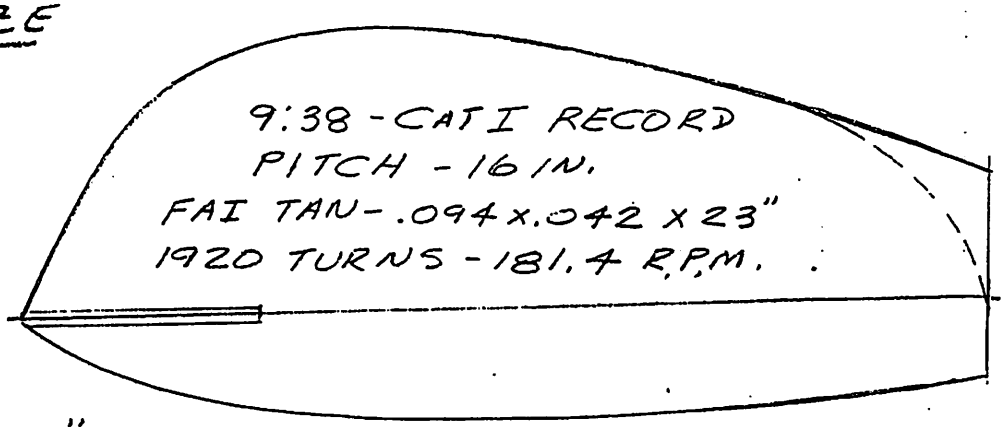
Oversight!! We forgot to give credit where credit was due! Jr. **Ryan Bane** received the *Bob Larsh Jr/Sr Perpetual HLG trophy* at the '92 CIA Fall Meet. He joins notable past winners Ritchie Scott, Tony Hutchinson and Jim Buxton. Keep up the good work, Ryan!



HEIGHT GAUGE

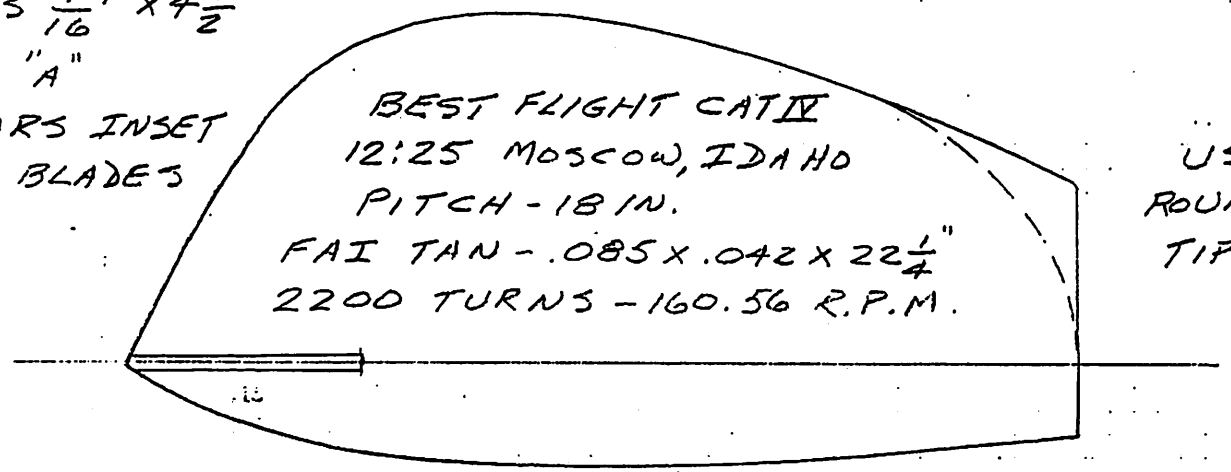

.004 BORON TIP RIB BRACING - WING + STAB.
GRAIN
PROP SPAR 1/16 X 4 1/2 8 LB. A.
PROP PITCH 18" PROP FORMED ON 6" DIA. CAN AT 15°. SPAR IS INSET IN BLADES
3/32 X 3/8 TISSUE TUBE
3/32" 6 LB. A. ROUND TO FIT TUBE
.070
ALL WING RIBS .032 X .062 S.L.B. C.
ALL STAB. RIBS .025 X .045 S.L.B. C.
L.E. 1/16" 6 LB. A. T.E. 1/16" 6 LB. A.
L.E. .045" 6 LB. A. T.E. .045" 6 LB. A.
.025 4 1/2 LB. C.
COVER BOTTOM TO 25% OF CHORD
1/16" 6 LB. A. RUD SPARS
.025 X 1/16 6 LB. A. BURNEY FLAP ON T.E.
STAB TILT APPROX 1°
6" UMBRELLA AIRFOIL
1/16 X 3 6-8 LB. A.
4" UMBRELLA AIRFOIL
.200
C.G. @ 60%
1/16 TISSUE SOCKETS
.250
.018 PIANO WIRE HOOKS
HARLAN BEARING
PROP TEMPLATE
0 1 2 3 4
WEIGHTS:
GM.
WING .935
FUSE + TAIL .095
PROP .764
BALLAST .326
AIRFRAME 3.12
MOTOR 1.59 (22 IN. OF .068 PIRELLI, 2170 TURNS)
FLYING WT. 4.71
OPEN NOVICE PENNYPLANE
1ST 1987 USIC TIME 12:44
JIM CLEM - PLANO, TEXAS

FULL SIZE

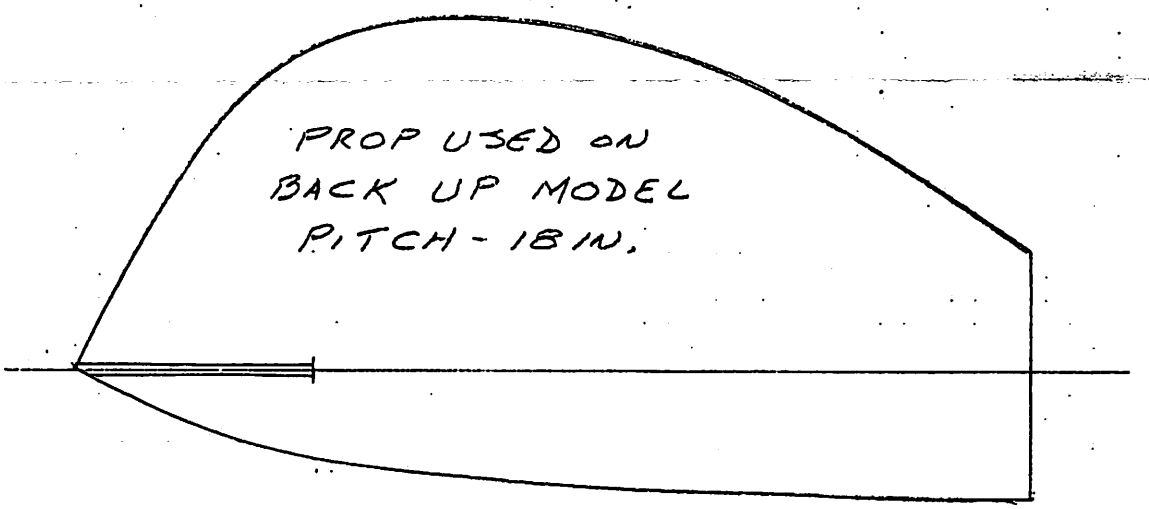


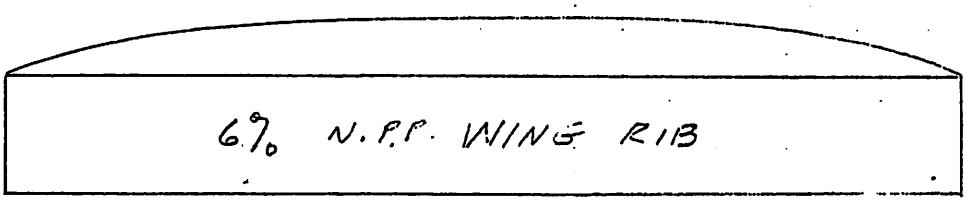
USE ROUNDED TIPS

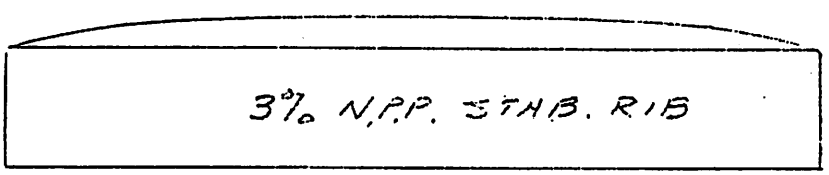
ALL PROP SPARS $\frac{1}{16}\Phi \times 4\frac{1}{2}$"
10LB "A"
SPARS INSET INTO BLADES $1\frac{1}{4}$"



USE ROUNDED TIPS







(Food for Thought ... cont'd)

3) *"Recent changes have been made in the rules and reg's with too little regard for the interests of the manufacturers, with their tremendous investment in dies, patterns and fixtures - any arbitrary change in reg's may prove to be disastrous to some. Without the manufacturer, we cannot hope to grow. The sport will dwindle and rest in the hands of a minority group of experts who build their own cars and motors from raw material, depriving thousands of amateurs from participating in the sport ... furthermore, no publication can support a hobby which does not yield a certain amount of revenue from advertising and magazine sales."*

There you are! Interesting stuff. - MJW

HERE THEY ARE!!!
NEW Cars - Motors - Accessories



The New $45.00

DOOLING Prototype

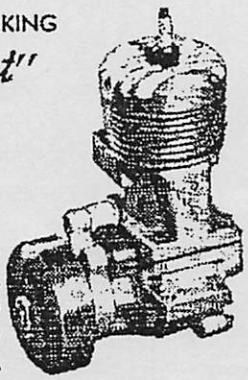
Ball bearing throughout. Large bevel gears—including new type universal and flywheel. Really the most beautiful thing on wheels.

RECORD BREAKING

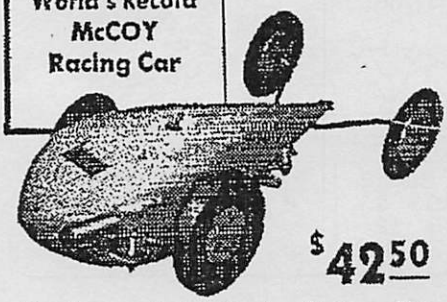
"Hornet"

$35.00

We are the Central States Distributors for this record breaking wonder. Place your orders today for early delivery.

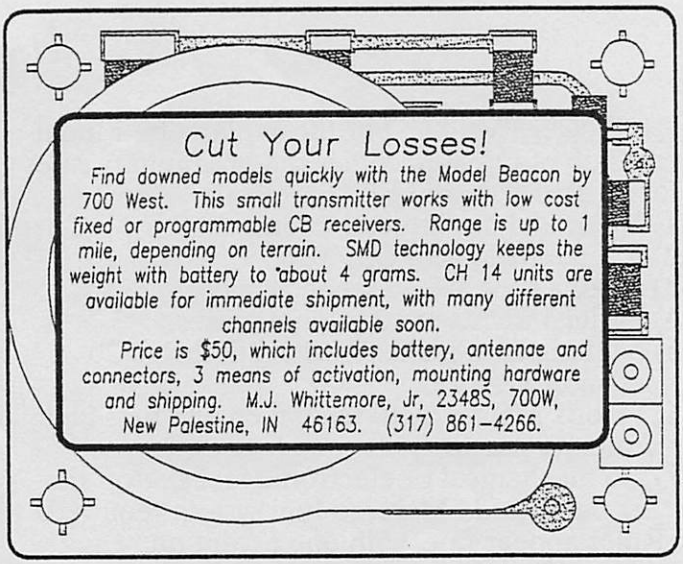


World's Record McCOY Racing Car

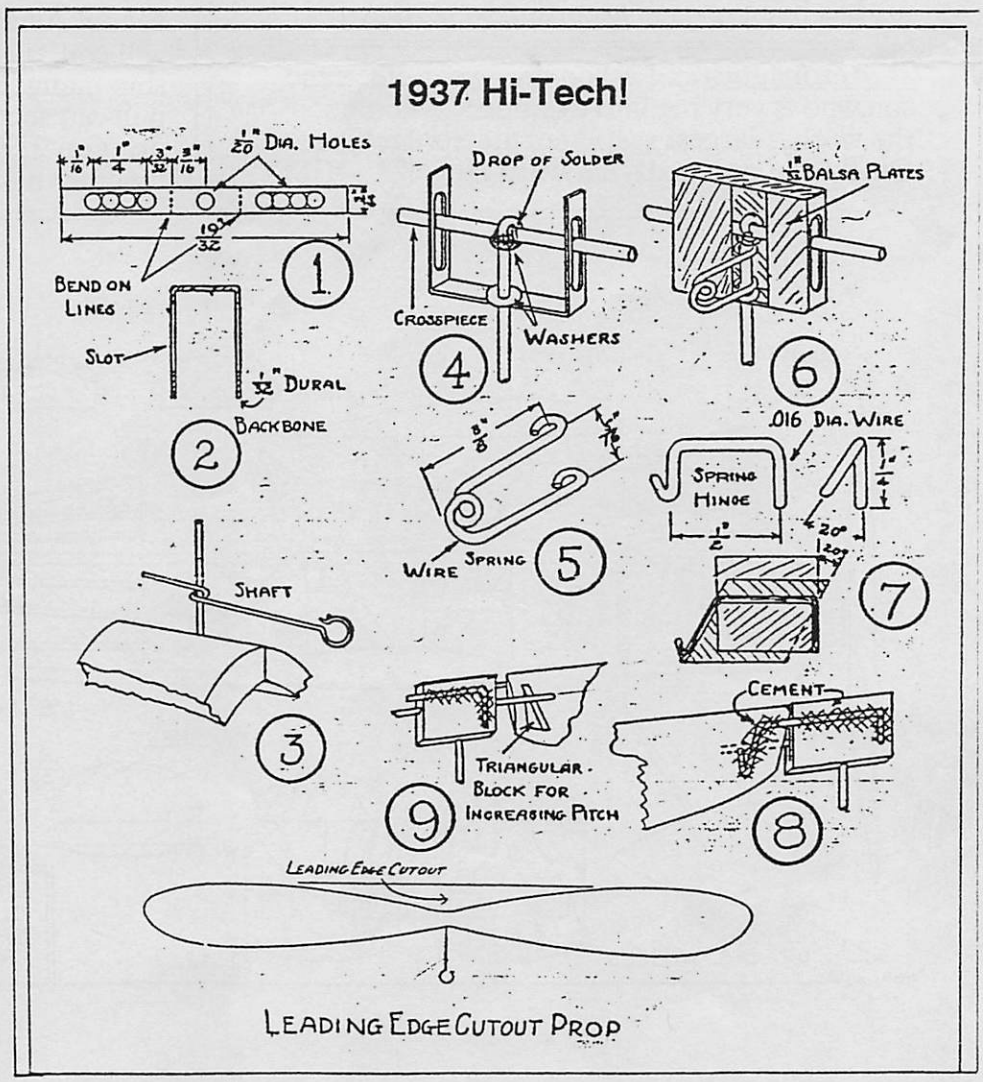


$42.50

The famous all Ball Bearing McCoy. The Super Streamliner for Super Speeds.



A "Timely Tip" .... Compression can be restored, for a limited time to worn out engines by rubbing the cylinder and piston with copper sulphate solution! On the contest field this can be scraped from a car battery terminal! (From a Berkeley Models dealer flyer, circa 1946.) Sounds pretty sensual to me .... MJW



.010 Power Event .... Per the Willamette Modelers Club of Oregon, comes the preliminary rules for an .010 powered FF Gas event:

1) No model design restrictions.
2) Engine must be a Cox .010.
3) Engine runs are 10 seconds max.
4) Official flights are 2 minute maxes.
5) 6 attempts to make 3 official flights of 20 seconds or more.
6) Flyoffs remain at 10 second engine runs and 2 minute maxes.
7) No mechanical or electronic fuel shutoff timers permitted. Metered fuel system required.

Rules appear fine, with one exception. How about a 40 second max for unofficial flights to remain consistent with the other 9,362 gas powered FF events? Then again, I got all those lightweight Tomy timers and can't use 'em here either - ala PeeWee 30! - HSM

Kontest Kalendar Revision .... Note that the aforescheduled Bong Aug 29th O.T. contest has been rescheduled to Aug 22. The reason is because of a confliction with the "doggies" - dog field trials, that is! Anyway, the schedule has been revised accordingly. Arf! Arf!

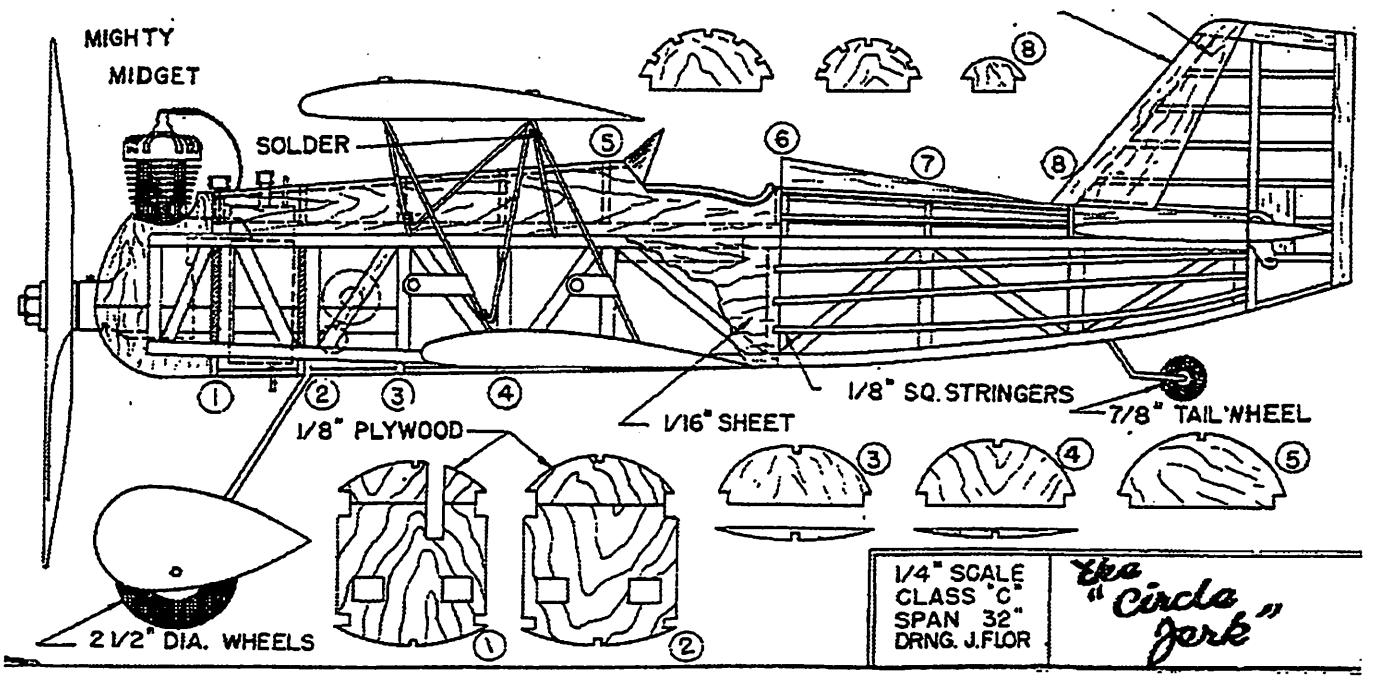
Jr. Aeronautics .... I asked my 6 year old grandson who is very big into aviation - "who flew the world's largest seaplane, the Spruce Goose?" Quickly he quipped - "Howard Huge!" - HSM

The Big Move - and Associated Info - by Murph

By now it is a pretty well known fact that AMA, Reston, VA is moving to Muncie, IN this year. The latest word on the timetable is that it all happens in three stages of May, June and July - with it all accomplished by July. Also, some sort of total lockout is now in place on the flying site portion, as locked gates have been installed at the "backdoors" as well as the front gate. The joint has been closed down altogether weekends all winter as well as some days during the week, but office sources tell me the front gate will get a weekend attendant beginning April 1st - and the $25 season pass deal remains in force for '93.

Just how one gets one or more of the backdoor gates open to facilitate southerly winds is still open for discussion at this time. However, we assume something can be resolved. Since it has not been discussed with the proper people as yet, let's not get too excited about it, until we get some more official instructions. - HSM

Model Aviation as Rule Book .... According to a letter by the AMA, the February 1994 issue of Model Aviation will be extra thick, because it will contain the 1994-95 AMA Rulebook & Membership manual. The Rulebook will be a 96 page pull-out section. In addition, the AMA will print up 25,000 extra Rulebooks to cover new member mailings.



F1C Rules Rehashed - by Dirty Harry

It appears that both the old and new NFFS leadership are holding hands in a common sense approach tactic with the CIAM - and reports are that they may have been successful. At any rate, Hardy Brodersen and Bob Waterman recently made a trip across the pond to meet with the CIAM on a few issues - one of which was the new muffler (tuned pipe) requirement for all FAI competition. It appears that it may come to pass that FF may become exempt from the muffler requirement because of their flying activity normally being remote from otherwise congested regions and noise level problem areas. Another item of interest in that the engine runs may be cut to 5 seconds for flyoff flights since current model design and technology has succeeded in out-performing current rule restrictions and the size of most available flying sites. The FAI program has long been overdue in recognizing the latter situation and the 5 second engine run is a start, but not the whole solution.

Every Boy Needs a TOMAHAWK

(Let him do the chop...)

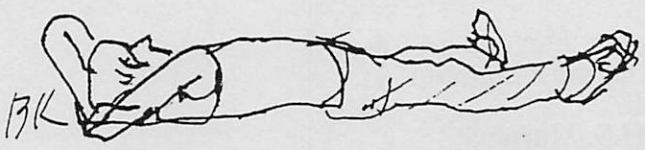
Scene At Muncie - by HSM

An attendant was put back on the front gate for weekends beginning about April Fools Day. There is supposedly drinking water at mid-field, now. The "big dig-dig", as my grandson used to call bulldozers, has been active and the pesky treeline is now gone on the south end of the field, to the east of the old hog barns - as is the remnants of the old silo and associated brush on the west side at the bend of the access road just east of the powerlines.

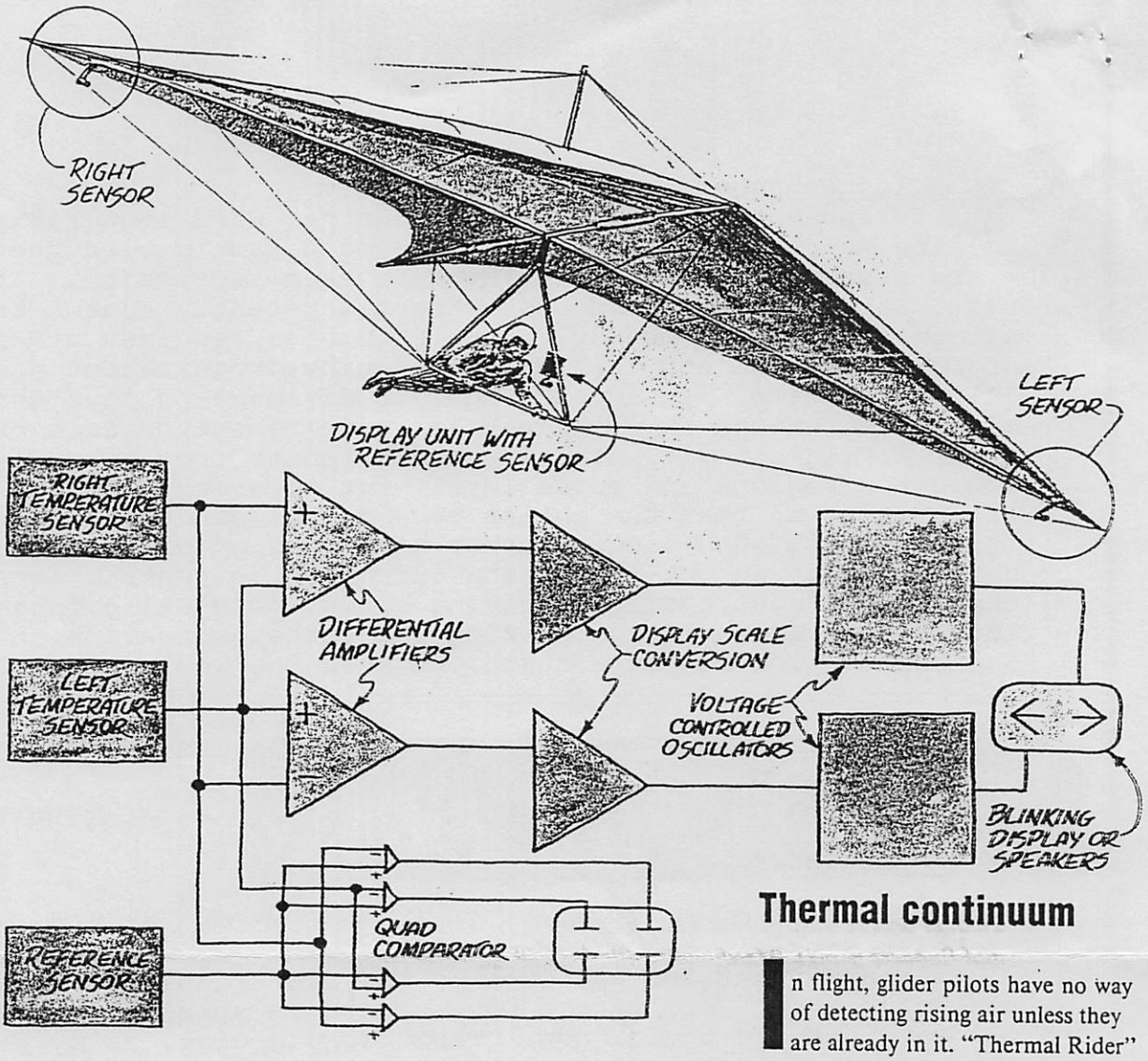
Vince Mankowski told us at Toledo that a change of plans has been put in place for '93 for the area south of the east-west "Hog Barn Road" in that the original plans which were to develop the northern half of the area between the road and the airport for model flying use have been rented to a new plan to put in soy beans for the whole subject area for '93 - then utilize the profits to push fill dirt into the large low spot in the north center of the area just south of the road.

This sounds sensible, as I dropped a model in the mucky mess last fall and was wondering how this area could ever serve a useful purpose without something being done first.

Rome "weren't" built in a day - but it's getting to be a better place in which to play! - Murph









Thermal continuum

In flight, glider pilots have no way of detecting rising air unless they are already in it. "Thermal Rider" monitors minute differences in air temperature across the wingspan to help identify lift and sink. The result is higher altitude, longer flight.

Specifically, temperature sensors mounted at the wingtips and center keel map temperature variations in four directions. The pilot, able to detect lift zones from a distance, steers towards the warmer wingtip. The steeper the temperature gradient, the better the thermal.

Agent Jim Kamis finally 'fesses up ... A recent note from Agent Jim states that he was an active FFer during the late 30s and early 40s, but had to give it up for the real thing, spending the next 27 years as a USAF pilot. He was the culprit that got cousin Rudy Kluiber started in modeling! When Rudy was still a little kid his father bought him a FF kit. After several weeks it ended up at Jim's house to be completed. He remembers the 1st flight got the engine run + about 15 seconds, but it was a start! Jim's gonna try to get something airborne again soon. Hope to see ya downwind! -MJW

20 Years With the CIA .... I wish to take up just a bit of space here to extend my humble appreciation for the honorary Service Award given me by the CIA members at our 20th Annual banquet this winter.

No award holds more meaning than one bestowed by one's peers! It shall take the most honored place of all on my trophy shelf.

Thank you, my friends. - H.S. Murphy

Just when you thought it was safe...we're baaaack!

Jim and Dale's Excellent Adventure II

2-Day Free Flight Contest

May 22-23, 1993

Wright-Patterson AFB--Dayton, Ohio
AMA Sanctioned--Category III

Saturday, May 22 9:30 - 5:00 EDST
1/2A Gas (JSO)
ABC Nostalgia (JSO)
HLG (J) (SO)
P-30/Electric/Coupe (JSO)
Pee Wee 30 (JSO)
1/4A Replica/Nostalgia (JSO)
Special after-hours event (5:?? - 6:30):
.010 Nostalgia (Kluiber rules -- see below)

Sunday, May 23 9:00 - 4:00 EDST
1/2A Nostalgia (JSO)
Open Rubber (J) (SO)
Hand-Held Catapult Glider (J) (SO)
ABCD Gas (JSO)
F1J Power (JSO)*
A1/A2 Nordic (JSO)*

* Five 1-hour rounds (9 a.m. start) Flyoffs @ 3 p.m. as req'd.

Plaques will be awarded each day for first through third places. Merchandise awards as time, benefactors and finances permit. Merchandise priority will go to Junior events.

Entry fee: $6 first event, $2 each additional ($10 maximum). Juniors and Seniors FREE.

CIA rules for Hand-Held Catapult Glider.

.010 Nostalgia: 10 second engine run, 2 minute max, no mechanical timers, ratio flight scoring a la PeeWee 30. Otherwise per NFFS rules for eligibility, etc. VTO/ROG encouraged.

NFFS Nostalgia rules for model eligibility will be strictly enforced. No "ghost" Ramrods, sheeted Space Wamps, etc. CD's decision on eligibility is final.

No more than 1 max will be recorded per trip to the CD's table. Any unrecorded flights over 1 will be considered **VOID** (except 3 for HLG).

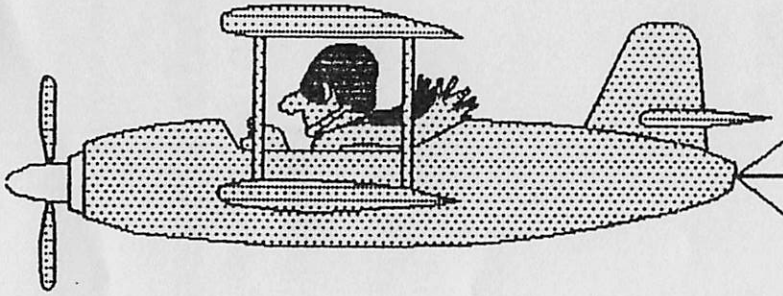
Motorcycles/Bicycles may be used for retrieving, BUT use of helmets and reflective vests is MANDATORY on WPAFB property. (You too, Dale!)

Entrance to WPAFB is through Gate 19-B, which is located on the east side of the complex, off National Road. Seat belt use is required.

CONTEST DIRECTORS:

Dale Mateer
870 Fernshire Dr.
Centerville, Ohio 45459
(513) 435-3591

Jim Haught
2237 Castle Rock Sq. #1B
Reston, VA 22091
(703) 391-0913



CENTRAL OHIO FREE FLIGHT CLUB

33RD ANNUAL SPRING MEET

Wright Field
Old National Road
Wright-Patterson AFB, Ohio

SATURDAY	SUNDAY
June 6, 1993 9:30am-4:30pm	**June 6, 1993 9am-4pm**
ABC Nostalgia Gas (JSO)	½A AMA Gas (JS)(O)
P-30 &Coupe D'Hiver (JS)(O)	½A Nostalgia Gas (JSO)
AB Old Time Gas (JSO)	AB AMA Gas (JSO)
C Old Time Gas (JSO)	.020 Old Time Replica (JSO)
CD AMA Gas (JSO)	Mulvihill Rubber (JSO)
Hand Catapult Glider (JS)(O)	PeeWee 30 (JSO)
Old Time Rubber (JSO)	Hand Launch Glider (JS)(O)

$10 First event. $3 Each additional event. No entry fee for Juniors or Seniors. Usual Flying & Site Rules. First Timers contact CD for details.

CD- Larry Willis, 10303 Peatmoss Rd, Utica OH 43080
(614)-238-9488 Weekdays

CENTRAL INDIANA AEROMODELLERS 14TH ANNUAL

AMA
Sanctioned
SAM
NFFS

Wright Field
Dayton, OH

OLD TIMER

Two BIG Days! AND July 24th & 25th, 1993

NOSTALGIA GAS

Regional Free Flight Champs

Saturday, July, 24th (9 - 4 EDST)

- 1/4A Nos Gas
- B/C Nos Gas
- A/B Fuselage O.T. Gas
- Early 1/2A Nos Gas
- Nos Gas Ignition
- Small O.T. Rubber Stick (150"in. max.)
- O.T. HLG

Saturday Eve (4 - 6pm EDST)

- 1/2A FF Antique Gas
- Slag Engine

Sunday, July, 25th (9 - 4 EDST)

- 1/2A Nos Gas / 1/2A O.T. Gas
- .020 Replica Gas (Old Timer)
- A/B Pylon O.T. Gas
- C Pylon/Fuselage O.T. Gas
- A Nos Gas
- O.T. Rubber Fuselage Comb.-ROG
- Large O.T. Rubber Stick (150-300"in.)

Rules: (2 minute maxes)

Old Timer - SAM rules except approved ignition engines to be used only. No converts, glow, or diesels.

Nost. Gas - NFFS rules with 9 second engine runs. Flyoffs are 7, 7, 5, 5, 5, etc.

Trophies thru 3rd place in all events. Entry Fees are $10 for first event, $2 for each additional event - $20 max! Jr/Sr Free!

WPAFB Rules: Enter via Gate 19B atop hill on east side of complex off National Road. Seat belts to be on to enter and remain fastened as you drive on the base. Stay away from mid-field installations and vehicles. Chase bikes permitted, but helmets and reflective vests are enforced by the Air Force. Fines are possible.

CD: Meredith Chamberlain, 5810 Madison Ave., Anderson, IN 46013
(317) 642-6794

1993 AREA CONTEST CALENDAR

May	2	Columbus, OH	MECA Collecto
	22/23	WPAFB, OH	Jim&Dale's FF Meet
	30	Bong, WI	Aeronuts Spring OT Meet
Jun	3-6	Johnson City, TN	NFFS USIC/AMA Indoor NATS
	5/6	WPAFB, OH	COFFC Spring FF Meet
	12/13	Sturgis, MI	MAM OT FF Meet
	20	WPAFB, OH	FFMAS FF Meet
	26/27	Bong, WI	FAI International FF Meet
Jul	10/11	Muncie, IN	Intra-City FAI Meet
	17-26	Lawrenceville, IL	AMA RC & UC Nats
	24/25	WPAFB, OH	CIA OT & NosGas Meet
Aug	1	Bong WI	Bong Eagles FF Meet
	7/8	WPAFB OH	NOFFA FF Meet
	15	Bong WI	Midwestern States FF Meet
	18/19	Shelby OH	Dick Korda Commemorative
	21/22	WPAFB OH	COFFC Fall FF Meet
	22	Bong WI	Aeronuts Fall & OT Meet
Sep	1-5	Muncie, IN	NFFS USOC/AMA FF Nats/FAC
			NFFS NosGas Champs/SAM 57
	12	Sturgis, MI	Mich State FF Meet
	18/19	Muncie, IN	CIA Annual Regional FF Meet
Oct	2/3	Lawrenceville, IL	TCAC Club Meet
	11-15	Taft, CA	'93 SAM Champs
	16/17	WPAFB OH	Fall Practice Sessions
Nov	7	Columbus OH	MECA Collecto

The **INFORMER**

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