CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Monday is the day that follows 2 days of wind & rain

==========

- Editor -
Moe Whittemore
2348S, 700W
New Palestine
IN 46163
(317) 861-4266

Issue # 3/97 May/June Price $7.50/yr.

Excuses, excuses.... Sorry about the delay on this issue. It's a Windows 95 thing. Kept me down for 2 weeks, until I decided to re-format my hard drive to clean out the trash! All those years of files....and my Internet connection, too! (Fortunately, most of my serious stuff had been saved to floppies - as I went.)

Oh, yeah. W95 is gone, now...

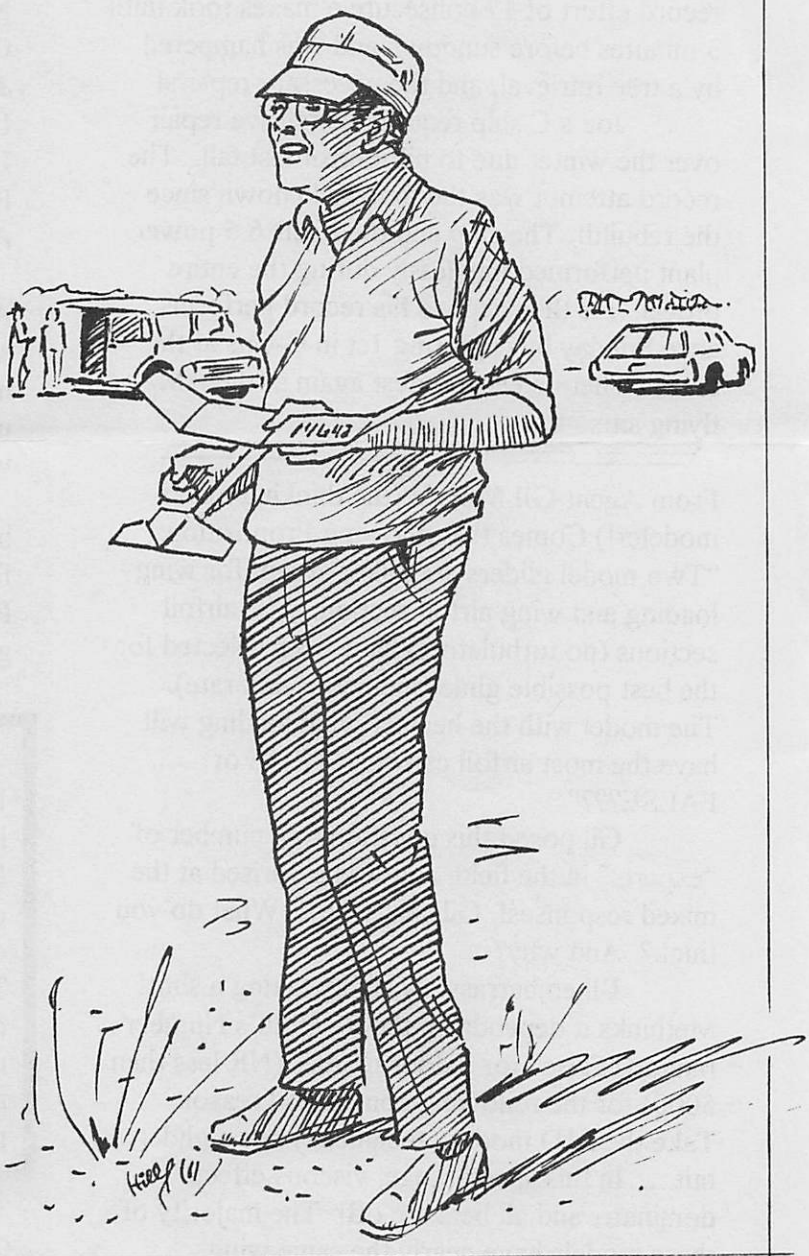
Beginnings.... - by Moe

If there was any f.f. model that was a landmark in my young modelling career, it had to be the ***California Chickadee***! This little rubber model really flew it's tail off - by far, the best flights of anything I'd tried up to that time! It gave me my first OOS flite - from a schoolyard, yet! Sometime around 1949, I believe.....

That (unknown, now) company sold *at least* 6 of these models to myself and a couple friends, as we continually lost them on roofs of buildings or tore them up! We were city kids, doing free flight stuff from the same lots that most other kids did their U.C.! (And we never knew about dethermalizers.)

If I remember right, it was a quality kit, slab-sided and quite a bit more expensive than your usual Comet kit - somewhat like a Campbell kit of today. Fortunately, all three of us had paper routes, so we could cover the 'repair and replace' costs without a parental hassle! And we had our own little "one-class" contests with 'em. Neat memories.

In mentioning this bit of ff trivia, I guess I'm setting up some of our readers with a request! If anyone out there knows of this model, or available plans thereof, please contact me at the address in the header of this n'letter. I'd be much appreciative! Maybe I'll make an effort to challenge my old friends to another 'one-class' contest again! - MJW



And How 'Bout This??? CIA Agent **Joe Mekina** set a new open Outdoor Free Flight Cat III C-Gas record of 40 minutes on May 17, 1997 at Muncie. Joe broke the record held by Ed Keck since 6/22/89 of 39 minutes, 36 seconds.

Joe was assisted by Agents **Steve Frazier** and **Gib Robbins**, who handled the timing duties, and from time-to-time pointed out actuator lines which had not been hooked and bladders not filled!

His record attempt was started at about 2pm, with moderate winds from the west. His record effort of 17 consecutive maxes took until 3 minutes before sundown and was hampered by a tree retrieval, and the necessary repairs!

Joe's C ship required extensive repair over the winter due to pilot error last fall. The record attempt was the first shakedown since the rebuild! The ship and the K&B 6.5 power plant performed flawlessly during the entire ordeal. He then capped his record performance Sunday by capturing 1st in C-Gas at the annual Thermaleers contest again at the AMA flying site.

From Agent **Gil Morris** (the thinking man's modeler!) Comes the following Proposition: "Two model gliders are alike, except for wing loading and wing airfoil section. The airfoil sections (no turbulators) have been selected for the best possible glide (minimum sink rate). The model with the heavier wing loading will have the most airfoil camber. TRUE or FALSE???"

Gil posed this question to a number of "experts" in the field, and was surprised at the mixed responses! Gil sez "true"! What do you think? And why?

I'll embarrass myself by taking a shot! Methinks it depends on the Reynold's Number range. "False" for indoor models (NR less than 5000) for the following convoluted reason. Take the F1D model - technically not a glider, but.... In this speed range, viscous effects dominate, and all bets are off! The majority of these models have nearly the same wing loading, but in the real world, models with less camber (about 2-3%) will tend to outperform models with a fatter one (4% & up). 10% will get you last place....

Outdoor, with NR's of 65,000 and beyond, I think things are different. The minimum sink rate is usually associated with the slowest stable forward speed possible with a given model. The slowest forward speed occurs with the highest Cl. The quickest way to a high Cl is more airfoil camber, so I'd have to vote "True"...but I hate thick airfoils!

Please send in your vote!!! - MJW

New Faces!!! Let's give a big, hamhanded, CIA handshake to new Agents **Robert Johnson** of Hillside, IL, **Lloyd Myers** from Independence, MO, **Ken Tillou** of Glen Ellyn, IL and **Morgan Wilson** from Lewiston, ID. Robert, Lloyd and Ken came aboard at the AMA Hobby Expo in Muncie..... Welcome!!

Agent **Elvin Buchele** relates he must be the sole FF'er in the Scranton, PA area - amid a mess of RC clubs. He has only 2 weekend meets left this year within a 4-hour drive, what with the loss of Galeville.

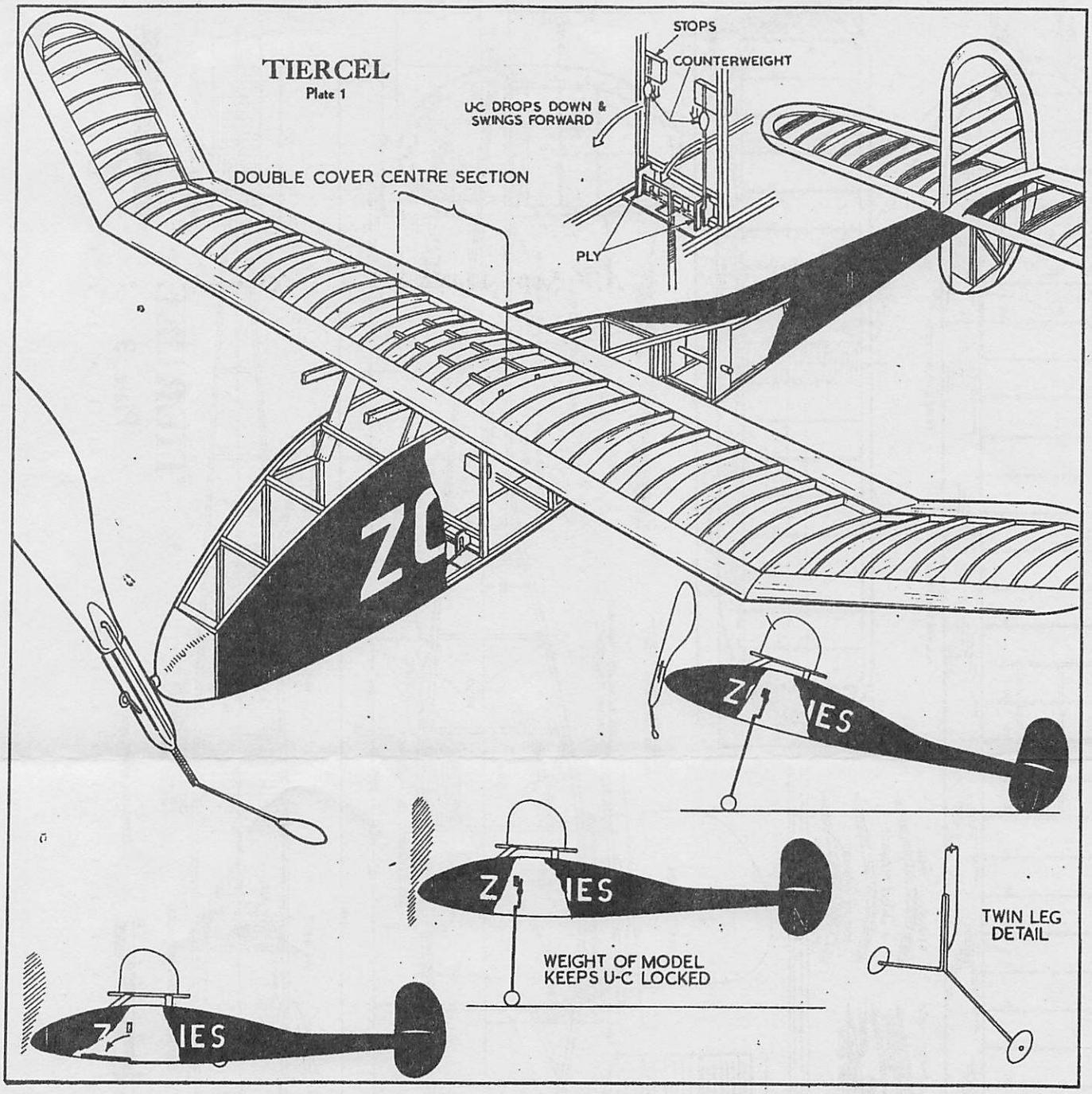
He'll be retiring in 3 years and moving back to hometown Toledo, OH - and looking forward to flying a lot at Muncie & Wright-Pat. Elvin's into NosGas, O.T., HLG and Cat glider.

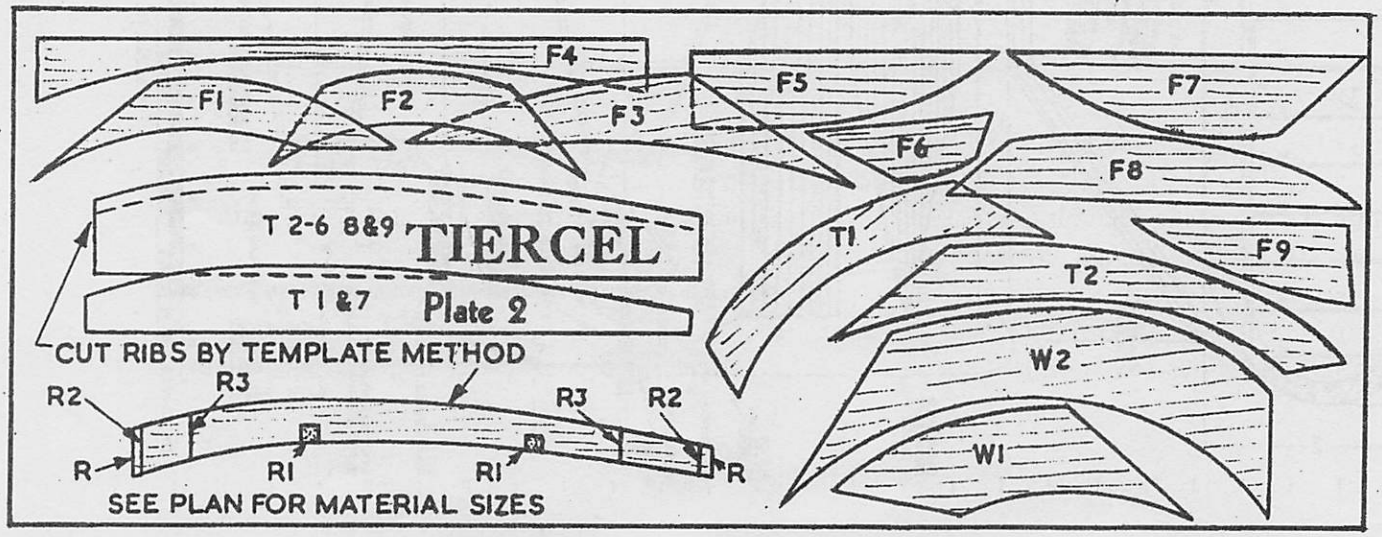
Another Good Guy Gone!!!

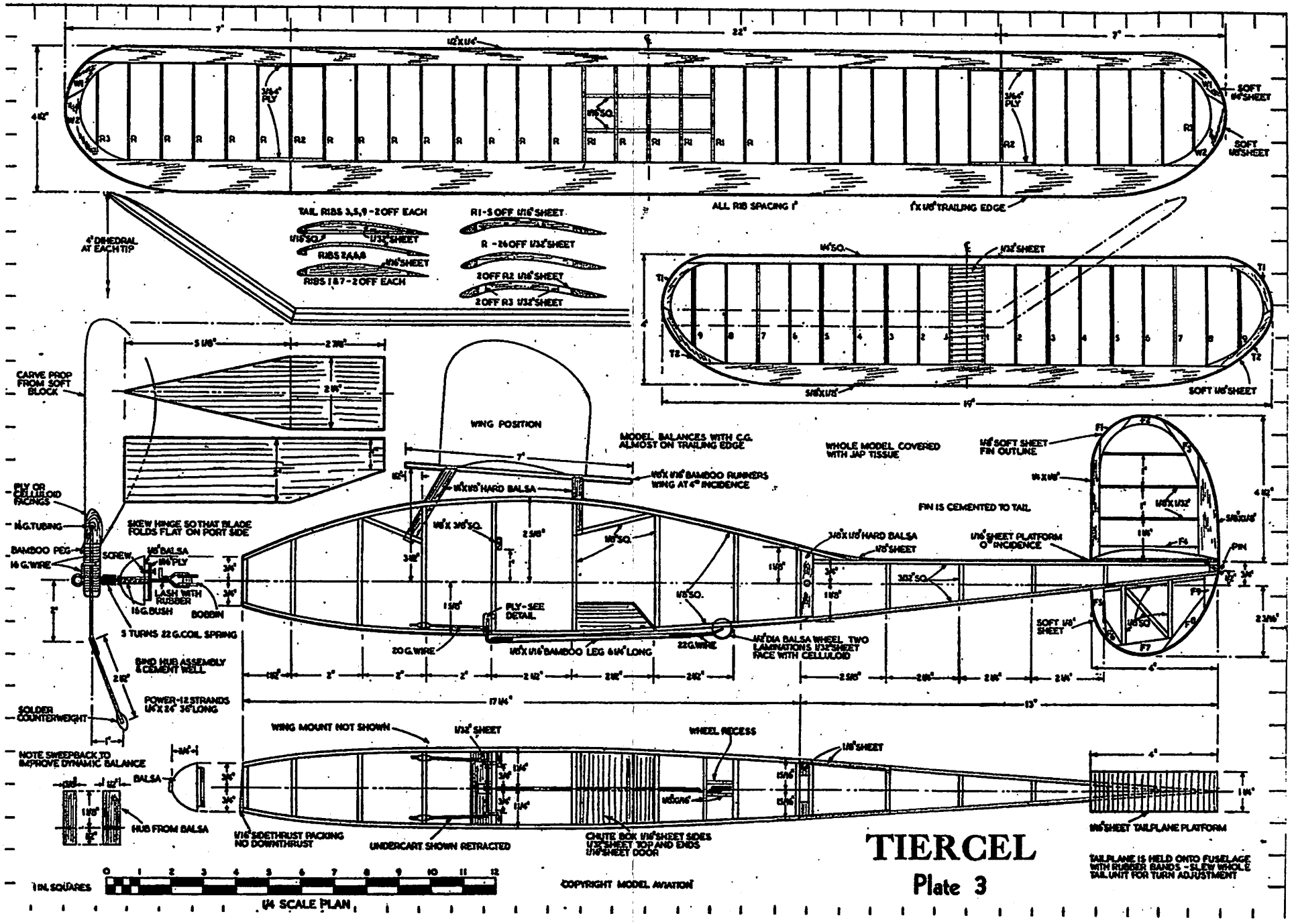
Lyman Armstrong of Yuba City, CA, a long time FF supporter and editor of the Stock-ton GMA newsletter, lost his extended battle with cancer and heart disease on June 5.

The West coast wit contributed free flight data to many magazine columns and newsletters in past years. He will be missed by his friends and numerous pen pals in the free flight community.

Other West coast notables were lost recently, as well. They include Maryanne Pond, Larry Olson and Dave Vincent.


TIERCEL
Plate 1
STOPS
COUNTERWEIGHT
U-C DROPS DOWN & SWINGS FORWARD
DOUBLE COVER CENTRE SECTION
PLY
WEIGHT OF MODEL KEEPS U-C LOCKED
TWIN LEG DETAIL


F1
F2
F3
F4
F5
F6
F7
F8
F9
T1
T2
W2
W1
T 2-6 8&9 TIERCEL
T 1 &7 Plate 2
CUT RIBS BY TEMPLATE METHOD
R
R1
R2
R3
SEE PLAN FOR MATERIAL SIZES


TIERCEL
Plate 3
1/4 SCALE PLAN
4" DIHEDRAL AT EACH TIP
ALL RIB SPACING 1"
1"X1/8" TRAILING EDGE
TAIL RIBS 3,5,9 - 2 OFF EACH
RIBS 2,4,6,8
RIBS 1 & 7 - 2 OFF EACH
R1 - 8 OFF 1/16" SHEET
R - 24 OFF 1/32" SHEET
2 OFF R2 1/16" SHEET
2 OFF R3 1/32" SHEET
SOFT 1/16" SHEET
CARVE PROP FROM SOFT BLOCK
WING POSITION
MODEL BALANCES WITH C.G. ALMOST ON TRAILING EDGE
WHOLE MODEL COVERED WITH JAP TISSUE
1/16" SOFT SHEET FIN OUTLINE
1/16" SHEET PLATFORM 0° INCIDENCE
FIN IS CEMENTED TO TAIL
1/16" X 1/16" BAMBOO RUNNERS WING AT 4° INCIDENCE
1/16" X 1/8" HARD BALSA
1/16" X 3/8" SQ.
1/16" SQ.
PLY OR CELLULOID FACINGS
16 G. TUBING
BAMBOO PEG
16 G. WIRE
SKEW HINGE SO THAT BLADE FOLDS FLAT ON PORT SIDE
SCREW
1/16" BALSA
1/16" PLY
LASH WITH RUBBER
16 G. BUSH
BOBBIN
5 TURNS 22 G. COIL SPRING
BIND HUB ASSEMBLY & CEMENT WELL
POWER - 12 STRANDS 1/4" X 24" 36" LONG
SOLDER COUNTERWEIGHT
NOTE SWEEPBACK TO IMPROVE DYNAMIC BALANCE
BALSA
HUB FROM BALSA
PLY - SEE DETAIL
20 G. WIRE
1/16" X 1/16" BAMBOO LEG 6 1/4" LONG
22 G. WIRE
1/2" DIA BALSA WHEEL TWO LAMINATIONS 1/32" SHEET FACE WITH CELLULOID
WING MOUNT NOT SHOWN
1/32" SHEET
WHEEL RECESS
1/16" SHEET
1/16" SIDETHRUST PACKING NO DOWNTHRUST
UNDERCART SHOWN RETRACTED
CHUTE BOX 1/16" SHEET SIDES 1/32" SHEET TOP AND ENDS 1/16" SHEET DOOR
1/16" SHEET TAILPLANE PLATFORM
TAILPLANE IS HELD ONTO FUSELAGE WITH RUBBER BANDS - SLEW WHOLE TAIL UNIT FOR TURN ADJUSTMENT
1 IN. SQUARES
COPYRIGHT MODEL AVIATION

.... And now, for something completely different!

I got talking to Hardy Brodersen recently, and asked him about his bebop model names (***Salt Peanuts, Koko***, etc.). Yeah, he's a jazz fan. But ***Stavin' Chain***?

... Stavin' Chain was a man of might
saved his money so's he could
ride all night...
Sorry I asked!

Most model names chosen by their designers tend to be self-explanatory ("***Rotator 360, Max-A-Million, Toothpicks***", etc.), but many other names leave flyers scratching their heads. For instance, my Coupes carry the name ***Chops***, and likewise my indoor HLGs carry the name ***Groove Merchant***. Both have jazz roots. (Ex., ***chops*** is slang for extreme proficiency on your chosen instrument.)

On the other hand, my indoor pennyplane ***Oat Willie*** is named after a character in "Big-Ass Comics", an underground offering by Crumb. And my Manhattan Cabin series is called ***Mrs. Falbo***, a character made famous by Andrea Martin on the old SCTV series (now on HBO). We all try to be hip, in our own little way - whether the model is successful, or not!

Hardy proposes a registry of names (to avoid duplication!), categorized, for a little fun! For example, they could be:

Bop tunes (to 1955);	Designer
SaltPeanuts	Brodersen
Loverman	Brodersen
Koko	Brodersen
Groovin' High	Crisp
Rock & Roll:	
NeverSatisfied	Whittemore

etc....

The lists would be expanded by other enthusiasts. Different categories might be added (Classical, Country, HipHop, Gospel, etc,.).

I can see it now - a D-gasser called ***Prescious Blood***!!!

We could demand a new post at NFFS be created to administer it. Gawd, the possibilities!!! You probably have better things to do.... - MJW

More Coverings! Here's an offering measured by Agent **George Emmelman** that includes some covering materials not previously covered....

Units are for areas of 100sq.in.

1.) White Imperial Jap Tissue	10.1g
2.) Tan Esaki Jap Tissue	11.9g
3.) Misc. Colored Jap Tissue	12.6-13.5g
4.) Silver Jap	16.4g
5.) Condenser paper	5.4g
6.) Medium Silkspan	17.9g
7.) White Polyspan	24.1g
8.) Esaki #3 white silk	11.88g
9.) Aero H.D. white silk	16.74g
10.) White f'glas (3/4 oz/sq.yd)	23.97g
11.) Clearthane (.001")	24.95g
12.) Raw silk	10.5g
13.) " " - after 6 coats dope	52.7g
14.) Super Monokote	55.19g

I hope some of you made the AMA Hobby Expo, up in Muncie, 2 days in June. Despite the weather, it was a lot of fun! CIA Agents **Phil Sullivan** and **Moe & Betty Whittemore** got their licks in - running the NFFS booth. One of the neatest things I saw was the micro-servos offered by 'Hobby Club'. They weighed in at less than 2 grams each. Sounds like FF timer stuff, to me!!!!

Didn't sell too much NFFS stuff, but signed up 3 new CIA Agents! Next time AMA does this, they better advertise well in advance of the event for volunteer help! There were not enough modellers to help all the kids interested in the "build 'n take" projects offered!!! A handful of people got stuck with helping about 75 kids build the Cubs, etc. Next year, volunteer your services during this Expo! What a great chance to introduce kids to Free Flight - and to help in a small way, their early development/influences.... As we all know, learning to work with our hands and "the reasoning power of trimming" has great application in later life.....

The big Lionel (nowadays Mike's Train House) layout was great! I especially liked the cows mooing from the stock cars - at the touch of a button! Y'all be sure to go, next year! - MJW

PRICES SMASHED!

Finest Quality Merchandise Sold on a Money Back Guarantee Basis!

18" Balsa Strips	Bamboo	Colorless Cement	Aluminum Leaf
1/16x1/16 .....25 for $.05	.045 sq.x12" ...12 for .05	Strongest, fastest drying on	(.0003 of an inch in thick-
1/16x1/8 .....22 for .05	1/16x1/4x15" ....each .01	the market.	ness, 3 1/2" wide, 5 ft.
1/16x3/16 .....20 for .05	1/16x1/4x15" ..12 for .08	1/2 oz. ..... .05	for .05.

COX ENGINES - Apparent Latest POOP!

... from MAX-OUT R. Pangell, ED

Speaking of advertising....COX T.D. ENGINES!!

(Young)
Larry mentioned that he lives about 6 miles from where the new Estes T.D. manufacturing facility is!! He stopped in and found out that they were intending to continue with the TEEDEE line, Texaco, Black Widow, and Killer Bee, but *dropping* the Medallion series, TD .09 and the TD .020!! They were well aware of RC and plastic ready to fly, but were not aware of FF!! Knowledge of the Free Flight community, i.e. .020 replica, 1/4A gas, etc. was unknown to them. Again, no advertising! Larry did not know about the TD.051 future. **Larry** called me to let me know that he was trying to arrange a meeting with their Pres. to talk about this subject. I turned him on to **Jerry Murphy** and **Bill Vanderbeek** in Cal. to get some ammunition about the real market out there. There might just be a chance we have a voice into the manufacturer.

DGI - remember the popular aircraft of the '30s called the Howard DGA? If you do not remember what DGA meant, it was "Damned Good Airplane"! Well, here is a "Damned Good Idea" - DGI. Write, phone, Internet, Western Union or Carrier Pidgeon your requests for continuing the availability of TD .020 engines or we can kiss-off a bunch of current FF events in a very short time. Do it now!
Estes, 1295 H Street, Penrose, CO 81240 - (719) 372-6565. PLEASE!
HSM

MICA-FILM DROUGHT

Clear MICA-FilM became near impossible to locate last winter and the rumor-mill had it that Coverite was purchased by a competitor and the product discontinued. However, since Coverite never really produced anything, but simply had products produced for them, another film firm stepped in and purchased the stuff from Coverite's source. Now, TOWER HOBBIES has all you need once again - plus, Mica-film lovers are happy and sorrowful tears have dried up. .... just another "they lived happily everafter" short story from the CIA.
HSM

DPP - or "Damned Poor Paint".....

That one component paint and fuel-proofer such as Perfect or Black Baron "ain't-no-good" for FF puposes. - Why? - 'cause it is only recommended for applications where less than 15% nitro is utilized. Maybe okay for R/C Sport flyers, but not for most competition free flight applications.

For years K&B Super Poxy seemed to do the trick for me. Then, when I began using 65% nitro in .020s and .049s - failure! Tissue coverings got soggy in a season, recovering came too often only to be required again in another season or two. I laid out K&B for messing-up a good product - only to be told "not me!" Nitro was no doubt the real culprit here. Hobby Poxy seems to hold up better, so life goes on. Film coverings got to be the norm for wings and stabs on glo powered jobs. Then I reverted back to "gas-and-oil" ignition models just to escape the turmoil.

Change had found its way into the land of "gas-and-oil" as well. "White gas" wasnow "no-lead" instead and some no-leads contained various amounts of undesireable junk, so gas selection was crucial. Then "oil" was another nut to crack. The old standby, SAE #70 weight, was non-existent and had not been produced for about 15 years. The current SAE book did not even mention it ever was used inthose old Harleys and Indians. Such is progress.....

Anyhow, suggested substitutes seemed inadequate and/or troublesome - until along came "Blendzall" - a castor oil based product which mixes easily with either gas or alky. RPMs are great, engines run cool, plugs stay cleaner, and Indy R/C has all you need in pints or gallons ($27.95). Phooey on your old SAE #70!!!

Now, if OSHA will keep their sticky fingers out of the nitrate dope and the remainder of the necessary products which maintain the hobby, maybe we can soar for awhile. (I am waiting for the U.S. Weather Bureau to one day claim that "thermals cause tornadoes - and therefore must be eliminated".) (Note to Dan Quail- "Tornadoes <u>is</u> spelled w/an "e".) HSM

"Coors" is pronounced like "doors."
...you needed to know that....

Results of Thermaleers Memorial F.F Champs May 17 & 18, 1997

H.H.Cat Glider

1.	B. Schlarb	230
2.	J. Schifko	201
3.	R. Schlarb	174

B Gas

1.	G. Morris	1118
2.	D. Bloomquist	844
3.	D. Covalt	750

H.L. Glider

1.	D. Dock	271
2.	B. Schlarb	204
3.	D. Vest	160

1/2A NosGas

1.	K. Fulmer	458
2.	G. Bowers	340
3.	H. Murphy	334

.020 Replica/1/4A NosGas

1.	R. Schlarb	334
2.	H. Murphy	326
3.	D. Harshman	300

A/B O.T. Gas Cabin/Pylon

1.	D. Harshman	411
2.	H. Murphy	337
3.	B. Edelstein	336

O.T. Rubber Stick, Large Coupe

1.	L. Willis	1080
2.	B. Watson	699
3.	R. Stewart	684

O.T. Rubber Cabin, Small

1.	H. Kothe	540
2.	D. Diggs	467
3.	D. Diggs	357

Moffett Rubber

1.	J. Williams	716
2.	E. Konefes	350

C O.T. Gas Cabin/Pylon

1.	B. Edelstein	334
2.	Oschner	192
3.	B. Coverdill	187

O.T. Rubber Stick, Small

1.	H. Kothe	540
2.	L. Willis	488
3.	R. Lane	354

A/B NosGas

1.	G. Bowers	591
2.	B. Hale	559
3.	S. Myers	360

C/D Gas

1.	J. Mekina	700
2.	M. Wood	360
3.	N. Poti	240

1.	Doc Zabelka	387
2.	J. Williams	195

Mulvihill

1.	L. Willis	873
2.	H. Kothe	780
3.	B. Perkins	703

P-30

1.	B. Laybourne	302
2.	D. DeCook	291
3.	L. Hallgarth	69

O.T. Rubber Cabin, Large

1.	D. Smith	540
2.	H. Kohthe	540
3.	R. Stewart	405

1/2A Gas

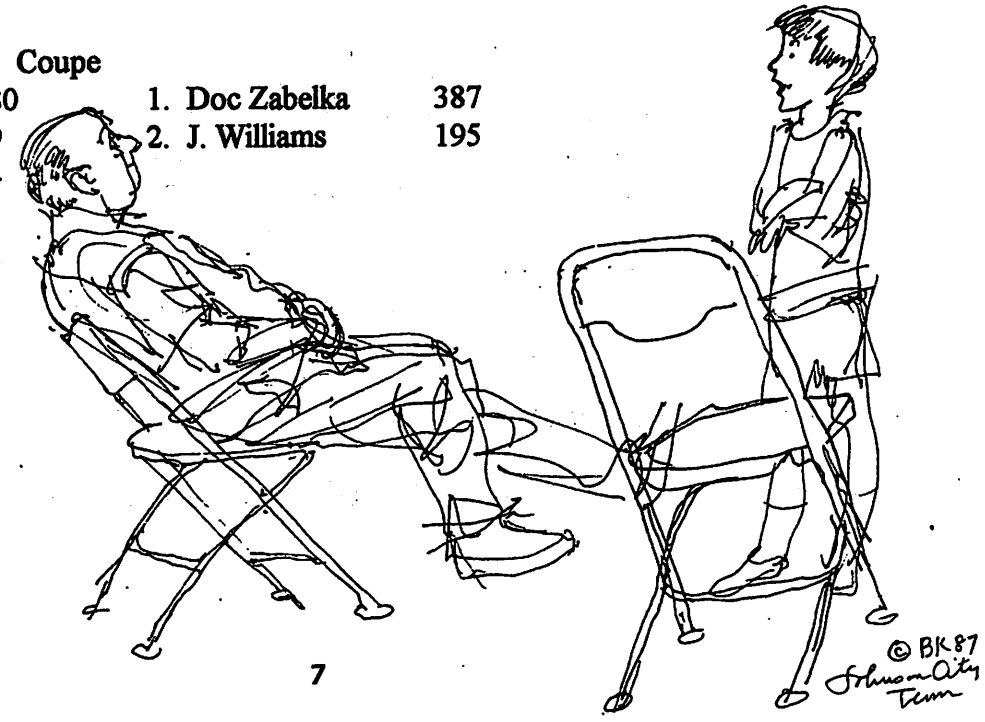
1.	B. Schlarb	428
2.	K. Fulmer	355
3.	D.Bloomquist	330

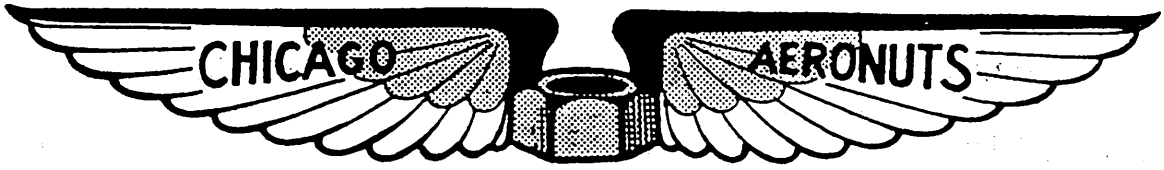
Starduster

1.	G. Bowers	360
2.	H. Murphy	324
3.	D. Diggs	220

A Gas

1.	G. Morris	537
2.	Hainen	65
3.	B. Schlarb	51





54th ANNUAL MIDWESTERN STATES CHAMPIONSHIPS

SPONSOR: THE CHICAGO AERONUTS
DATE: SUNDAY, AUGUST 24 1997
PLACE: International Aeromodeling Center
Muncie, Indiana

TIME: 8:30 a.m. to 4:00 p.m.

POWER	RUBBER	GLIDER
1/2 A GAS- F1J*	P - 30	F1A - F1H* (COMB)
A - B GAS (COMB)	F1G *	HL - CATAPULT (COMB)
C - D GAS (COMB)	MULVIHILL	
A-B-C SLOW POWER		

Also: Electric A-B (COMB)
CO2 (Large or Regular)

*F1J, F1G, F1H: Five flights plus flyoffs completed by 12:00 noon - No rounds. The first 3 F1J flights may be counted for 1/2 A score.

PRIZES: Engraved Glassware to third place.
Engraved Glassware for Jr high total all events to 3rd place.

PERPETUAL AWARDS

CELIA GOLDBERG MEMORIAL HIGH TIME 1/2 GAS
RUDY SCHUH MEMORIAL HIGH TOTAL RUBBER POWER
RITZ MEMORIAL HIGH TOTAL IN GLIDER EVENTS
CARL GOLDBERG MEMORIAL HIGH TOTAL IN GAS EVENTS

ENTRY FEES: JUNIORS (15 YRS AND UNDER) $1.00 PER EVENT
SR/OPEN (OVER 15 YRS) $10.00 FIRST EVENT,
$5.00 PER ADDITIONAL EVENT; $20.00 MAX.

ENGINE RUN / MAX / FLYOFFS: EITHER CATEGORY II OR CATEGORY III

CONTEST DIRECTOR: CHUCK MARKOS (847) 945-9225

ANNOUNCING "C.O.F.F.C." ANNUAL MEET

******* RAIN DATE !!! RAIN DATE !!! RAIN DATE !!! RAIN DATE !!! *******

DATE : SEPTEMBER 27/28,1997 **TIME : SAT. 9.00 AM TO 5.00 PM EST.**
HELD AT **AMA FIELD** (MUNCIE INDIANA) **SUN. 8.00 AM TO 4.00 PM EST.**
EVENTS FLOWN SEPT 27th

F A I COMB QUALIFIER (See back page for rules).

ABC	NOST COMB	(JSO)
	PEE WEE 30	(JSO)
A	OT PYLON/CABIN	(JSO)
OT	STK/CAB RUBBER(LARGE)	(JSO)
CD	AMA GAS	(JSO)
	AMA MOFFETT RUBBER	(JSO)
F1J	FAI	(JSO)
	P30/COUPE	(JS/O)
	HH CATAPULT GLIDER	(JS/O)

***** TIME: 6.00 PM TO 8.00 PM
** .010 FLY ANYTHING; 10 SEC
** ENGINE RUN, 2 MIN MAX.
** NO ENGINE TIMER ALLOWED.

** JIMMY ALLEN RUBBER; FLY
** ANY OF HIS RUBBER DESIGNS
** 2 MIN MAX.

EVENTS FLOWN SEPT 28th

	MULVIHILL RUBBER	(JSO)
1/2A	NOSTALGIA	(JSO)
A/B	AMA GAS	(JSO)
.020	REPLICA & 1/4A NOST	(JSO)
BC	OT PYLON/CABIN	(JSO)
OT	STK/CAB RUBBER(SMALL)	(JSO)
1/2A	AMA GAS	(JS/O)
	AMA OHL GLIDER	(JS/O)

BEAUTIFUL

TROPHIES
FIRST THRU THIRD PLACE
AWARDED EACH DAY. J/S CLASS
WILL HAVE SPECIAL AWARDS.

ENTRY FEE FOR OPEN CONTESTANTS WILL BE $10.00 FOR FIRST EVENT, AND $3.00 FOR EACH ADDITIONAL EVENT,$25.00 MAX. ALL JUNIORS AND SENIORS FLY FREE. MOTOR BIKES CAN BE USED TO CHASE MODELS.

********** CONTEST RULES **********

AMA SAFETY REGULATIONS WILL BE STRICTLY ENFORCED.

AMA EVENTS ENDORSE CATEGORY III RULES.

HAND HELD CATAPULT GLIDER WILL ENDORSE CIA HAND HELD CATAPULT RULES.

OLD TIME .020 REPLICA AND 1/4 NOSTALGIA WILL BE 9 SECOND ENGINE RUN, HAND LAUNCH, AND 2 MINUTE MAXIMUM FLIGHT.

NOSTALGIA GAS EVENTS WILL ENDORSE "NFL" RULES WITH 9 SECOND ENGINE RUN,HAND LAUNCH, AND 2 MINUTE MAX.

PEE WEE 30 EVENT WILL ENDORSE WEST COAST ORBITEERS RULES WITH A 2 MINUTE MAXIMUM FLIGHT TIME.

OLD TIMER EVENTS WILL ENDORSE "SAM" RULES, BUT USE ONLY ORIGINAL IGNITION ENGINES, NO DIESEL, CONVERSION OR GLOW ENGINES ALLOWED. WEATHER PERMITTING, ENGINE RUN WILL BE 16 SECONDS, 2 MINUTE MAXIMUM FLIGHT TIME.

FAI F1J WILL BE FLOWN BY ROUNDS STARTING AT 0900, WITH FLY OFF FLIGHTS STARTING AT 1500.

CONTEST DIRECTOR: LARRY WILLIS **FOR MORE INFORMATION CONTACT:**
LARRY WILLIS 336 S. Sugar St. St. Louisville Oh. 43071 ph (614) 745-5314

FAI COMB QUALIFIER (F1A,F1B,F1C) RULES:

1. Participant must AMA membership card and NAA stamp and have entered the 1999 Free Flight Team Selection Program.

2. Entry fee will be $10.00 for first event and $3.00 for additional.

3. Trophies will be awarded through 3rd place. Awards will be based on total time and not by class.

4. Models to comply with 1997 FAI Sporting Code.

5. Maxes will be 2 min for 7 regulation flights. Flights will be flown at the option of the contestant (not by rounds) including fly-offs if required. Flyers must seek their own timers for all flights. Return flight time to scoring table following each flight.

6. F1C engine runs will be 7 sec for regulation flights and 5 sec for all fly-offs.

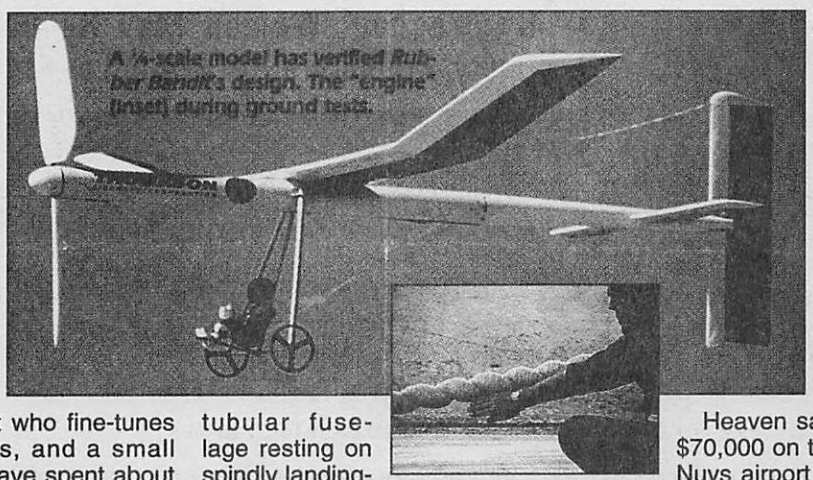
7. Fly-offs, if required, will be 3,5,7----- minute maxes.

8. Results will be sent by Contest Director(CD) to FAI Team Selection Committee and to AMA for credit toward advancement to FAI Team Selection FINALS.

POPULAR MECHANICS

TECH UPDATE SEPTEMBER 1996

Wound Up For A Unique First Flight



VAN NUYS, CA—There is no formal record of a person being carried aloft and then returned safely to Earth in a rubber-band-powered airplane. Indeed, there may even be engineers who claim such an exploit is impossible. George Heaven isn't among them. Heaven, an aerodynamics expert who fine-tunes Unlimited air racers, and a small army of volunteers have spent about two years perfecting the *Rubber Bandit,* an airplane as unusual and simple as its quest.

Resembling a hobby-store glider, *Rubber Bandit* has a 33½-ft.-long tubular fuselage resting on spindly landing-gear legs that bestride an open-air pilot's seat. Its upbent 300-sq.-ft. wings spread 68 ft., and the formidable tail measures 20 ft. across and almost 12 ft. high.

The tube contains 800 rubber strands—each ¼ in. wide and nearly 25 ft. long—connected to the 18-ft. prop.

Power-up involves using a truck to stretch the rubber, generously lubricated with castor oil, to three times its at-rest length, and then twisting the bundle tight. Calculations suggest the plane will fly for about half a mile.

Heaven says he's spent about $70,000 on the plane. At the Van Nuys airport where excitement is building for a first flight, *Rubber Bandit* has achieved a certain celebrity status as an aircraft designed to break the aviation barrier no one knew—or cared—existed.

CIA FALL SCRAMBLE
FREEFLIGHT EXTRAVAGANZA

OCTOBER 18 & 19, 1997
INTERNATIONAL AEROMODELING CENTER - MUNCIE, INDIANA
9 - 5 EST Saturday; 8 - 4 EST Sunday

This is a freeflight duration **Category Championship** and **Grand Championship** contest. Fly any multiflight event either day but must start and finish the same day. No Reentries.
Categories and events are as follows:

NON-POWERED	CO2, ROCKET & RUBBER POWERED	ELECTRIC & GAS POWERED
HL GLIDER	MULVIHILL	1/2A GAS
CATAPULT GLIDER	BIG E	A GAS
F1A - A2 GLIDER	ORNITHOPTER	B GAS
F1H - A1 GLIDER	MOFFETT	C GAS
	BOSTONIAN	D GAS
	F1B - WAKEFIELD	PAYLOAD
	F1G - COUPE d'HIVER	F1C - POWER
	*CO2	F1J - SMALL POWER
	ROCKET	*ELECTRIC
	P-30	*CIA CLASSIC POWER
	#DAWN UNLIMITED	*NOS GAS
	AUTOGIRO	
	HELICOPTER	

*All classes combined
Fly Sunday morning

-THIS WILL BE A CATEGORY III CONTEST FOR APPLICABLE EVENTS.
-FAI EVENTS WILL FLY FIVE FLIGHTS - NO ROUNDS - LARGE FAI (3) MINUTE MAX WEATHER PERMITTING - SMALL FAI (2) MINUTE MAX.
-CIA CLASSIC POWER - (3) SEVEN SECOND ENGINE RUNS, THEN (5) SECONDS FOR ALL FLYOFFS - (2) MINUTE MAXES FOR ALL FLIGHTS (no autosurfaces except for DT and only plain bearing or nostalgia legal engines).
-NOSTALGIA GAS - (3) NINE SECOND ENGINE RUNS, THEN (7) SECONDS FOR 1st FLYOFF FLIGHT, THEN (6) SECONDS FOR ALL SUBSEQUENT FLYOFF FLIGHTS.

AWARDS: Merchandise award for the **HIGH TIME** in each event.
Trophy and merchandise award for each Category Champion - Winner to be determined by dividing the number of entries in an event by the place won in the event to determine a score and summing the best (3) event scores for a category.
Trophy and merchandise award for Grand Champion - Winner to be determined by summing the best event score from each of the three categories (must fly one event in each category to qualify).

Entry Fees: $7.00 for first event - $5.00 additional for 2nd event and all the rest. $12.00 MAX entry fee. Juniors and Seniors free

CIASCRAM.DOC 3/19/97 DC

1997 C.I.A. AREA FREEFLIGHT CONTEST CALENDAR

Jul	4,5,6	Independence Day Weekend	Bong, WI
	13	IMAC Annual	Muncie, IN
	28-A1	AMA FF Nats	
Aug	8,9,10	Empire State FF Champs	Fayette, NY
	10	Bong Eagles Annual FF Meet	Bong, WI
	10	M.A.M. OT Rubber, Slag, JA Postal	Sturgis, MI
	12,13,14	Great Grape G'ring FF/ RC Assist	Gananoque, Ont.
	16,17	Cuckoo Challenge FF Meet	Cuckoo, VA
	16,17	NOFFA FF Meet	WPAFB, Dayton, OH
	17	Pelicans O.T. Meet	Bong, WI
	23	Aeronuts Fall O.T. FF Meet	Muncie, IN
	24	Aeronuts Midw'n States FF Meet	Muncie, IN
Sep	1	Labor Day	
	6, 7	M.A.M. OT FF Meet/RC Assist	Sturgis, MI
	6, 7	FF Practice Session	WPAFB, Dayton, OH
	7	Bong Eagles Special Meet	Bong, WI
	13, 14	CIA AAA FF Contest	Muncie, IN
	13, 14	Hoosier Cup (AM Cup Comp's)	Muncie, IN
	22-29	SAM Champs	Las Vegas, NV
	27, 28	COFFC Annual Meet (Rain date)	Muncie, IN
Oct	4, 5	Tri-County Aero Club FF Meet	Lawrenceville, IN
	11, 12	FF Practice Session	WPAFB, Dayton, OH
	18, 19	CIA Fall Scramble	Muncie, IN
Nov	9	MECA Collecto	Columbus, IN

Revised 6/27/97

The INFORMER

2348S, 700W
New Palestine,
IN
46163

1997 President
Dick Covalt

Vice President
Mark Wood

Sec'y/Treasurer
Les Hallgarth

Issue No. 3 - 97