CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Stormy weather, spreading in!

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Issue # 5/99 | September/October | Price $7.50/yr.

Scale Stuff - Part 1 .... by Jim Miller

Foreword: As mentioned in a previous issue, Agent **Jim Miller** offered to do a series of articles concerning FF scale - provided that the readership would be interested in building a competitive scale model, well documented, with a chance to place in the top 3 (a long story)!

Anyway, I reassured Jim about reader interest - as we all can learn from the other 'wings' of the sport. Here's his 1st installment.

"Moe has given me the green light to write a series of articles concerning flying scale. I will be writing about the flying part a lot, because the CIA is a flying club. But I will not be able to completely disregard the scale aspect, because it accounts for such a large part of the final score."

"Under FAC rules, a max flight of 2 minutes is valued at 82 ½ points. If the model is judged at the maximum scale value, it would get 62 ½ points. A little math then tells us that the scale portion is worth at least *43%* of the total score! Therefore, both flying and scale attributes must be considered when selecting a model for competition."

"Most modelers are aware that high-wing monoplanes fly better and are easier to trim than biplanes, low wings, canards, etc. For this reason, the latter types are given bonus points to try to gain some kind of equality. Another reason is to encourage scale modelers to try the more difficult types to get variety in the models flown."

"A number of newcomers to scale flying build a model for nostalgic reasons - or some other motive. For example: that old time bipe sure looked good landing in the field near our farm back in '37! Or, the Spitfire was the most beautiful fighter of WWII; or I sure would like to build an airplane on floats! All of these models will give a newcomer to scale a hard time."

"If the result is a model that will not fly, and the model is totally destroyed, another scale model will be displayed on a shelf or hung by a string from a ceiling. The unsuccessful flyer decides to return to p-30s or HLG - because he

(cont'd p.4)



New Faces..... How about a big handshake for new Agents **Anthony Avallone,** from Grand Rapids, MI; **Carl Rowland** of Grandledge, MI and **Bob Langelius**, from White Plains, NY.

Welcome aboard!!!

Agent **Brooks Goodnow** would like us all to know that the Western NY FF Society has reserved the Genesso Field for August 18 thru 20, 2000 for their annual contest.

Why not forego the warm-fuzzy of the 'home field' and check it out???

Into small parts? For really small and light (model-handy) drills, taps & dies, fasteners and teeny lab gimcracks, send out for your very own copy of "*Micro Fasteners*" catalog (800-892-6917); email microf@blast.net - or the *Small Parts, Inc* catalog (800-220-4242); email smlparts@smallparts.com. Good stuff!

Into Honda Trail 90 parts? Agent **Roger Staton** has a 95% complete Trail 90 for sale! "No spark" tho, he sez. (Whaddaya expect for $125!)

Contact Roger on (317) 241-3196 for particulars!

Agent **Dick Covalt** relates the following crazy story:

Dick was driving along one day following a pickup truck, it's tailgate down. All of a sudden a barking dog jumps out the rear cab window onto the truck bed, and comes skidding to a stop just shy of falling off the tailgate! Startled, Dick swerved his vehicle to avoid possibly hitting the pooch!

The dog then quit barking, trotted back toward the front of the bed, jumped back thru the window and sat in the front seat, his paws on the dash! A short time later, the scenario was repeated!

After about the 3rd episode, Dick figured out the drill. The dog was chasing cars that were approaching in the other lane!

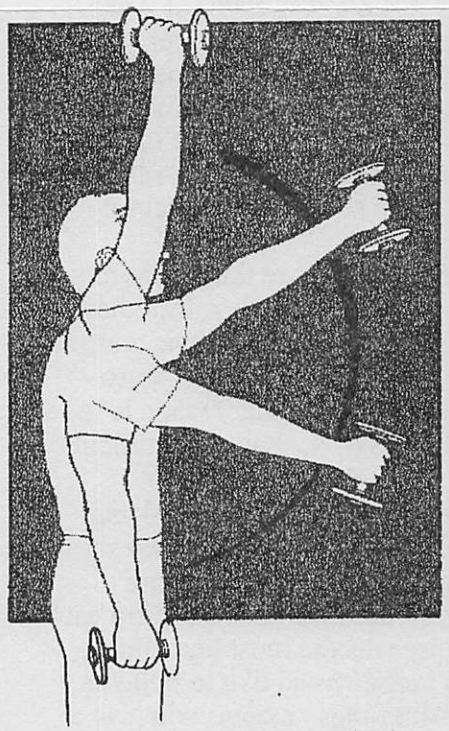
I don't generally copy material from other publications, but the little toy on the facing page looks like fun! Might even make a neat one-class club event. It comes from Vol Libre.....

Hey! Glider Flyers! Need that edge? Read & heed the following.....

STRENGTHENING THE SHOULDER MUSCLES

Although throwing a baseball or playing other overhead sports does not require inordinant strength, performing a sport correctly over time, without injury, takes conditioning and endurance.

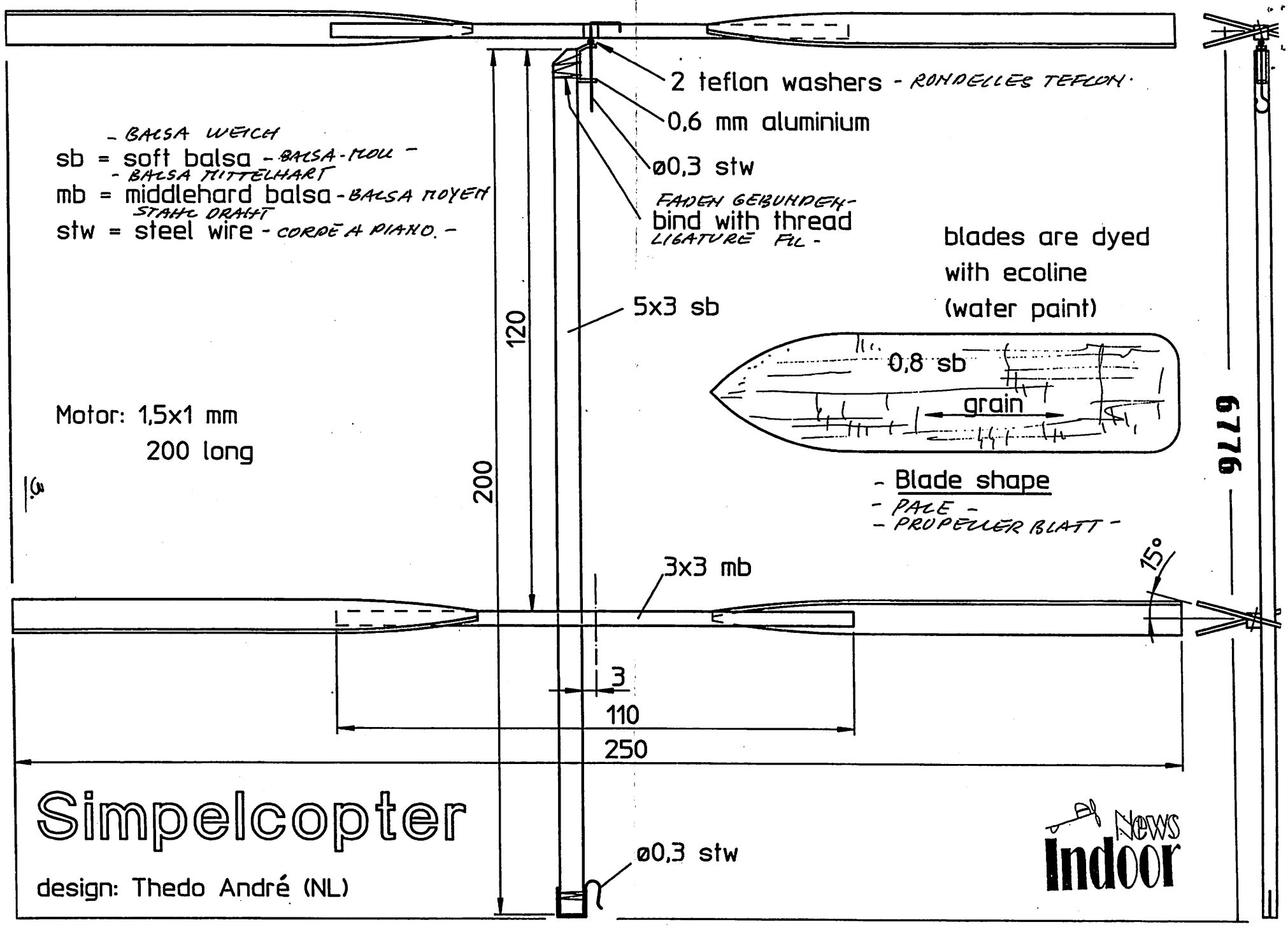
Begin this set of exercises using one or two-pound weights. Perform each exercise slowly. Begin with a set of 10. When you can do a set without difficulty, try two sets. Increase the weights only after you can do three sets of exercises easily. When you increase the weights, reduce the number of sets to two until you can perform them easily. Do these exercises 3–5 times a week.



Shoulder Flexion

This exercise strengthens part of the deltoid muscle as well as other muscles in the front of the shoulder.

1. Stand or sit with your arm at your side, palm toward your thigh.
2. Keeping your elbow straight, raise your arm, leading with the thumb.
3. Continue slowly until your arm is overhead.
4. Return slowly to the starting position and repeat.



Simpelcopter

design: Thedo André (NL)

News Indoor

(Scale Stuff - cont'd from p.1)
knows he can make *them* fly!"

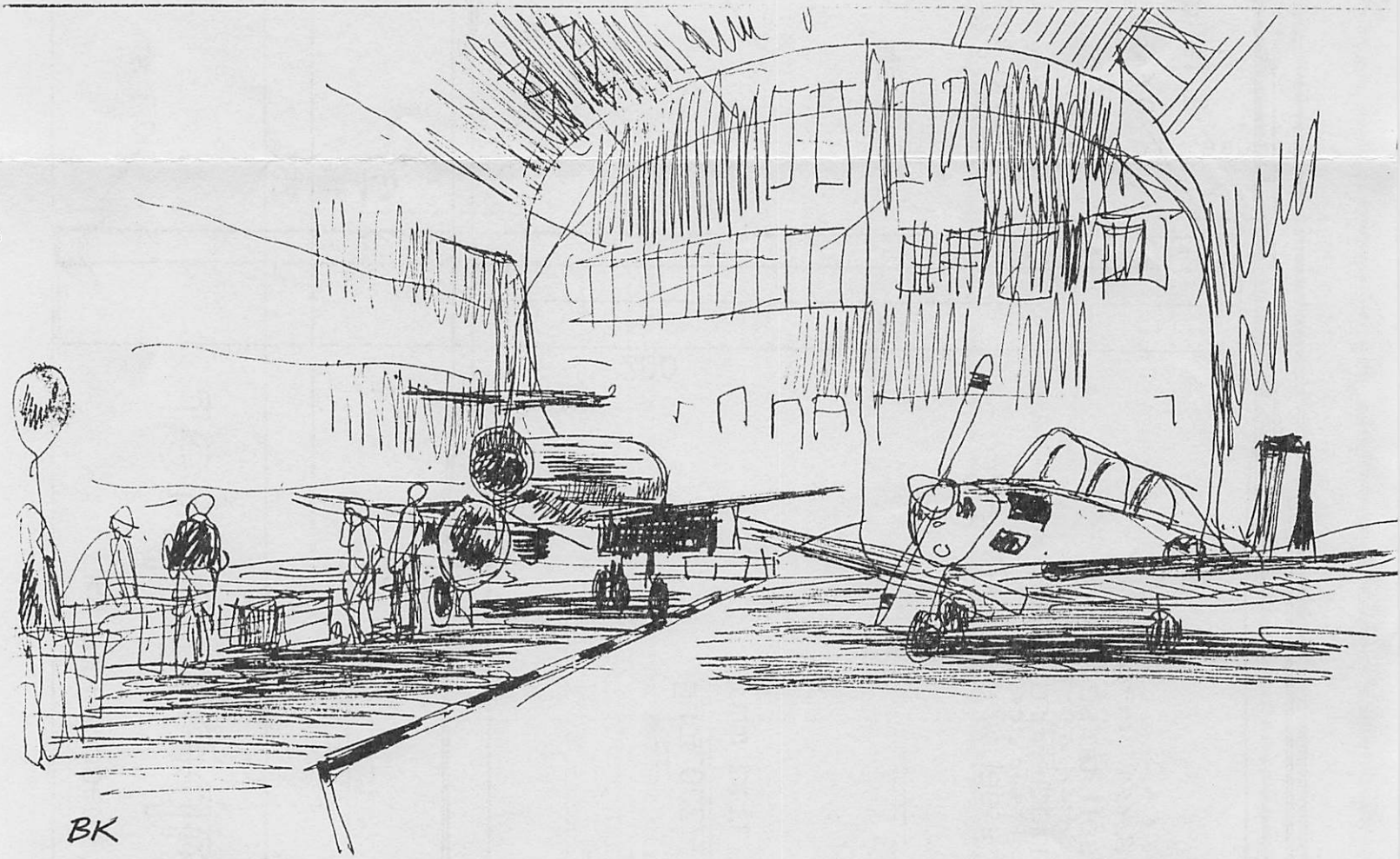
"The most commonly flown high wing monoplane is either the Fike or the Lacey. Both can be purchased in kit form. The Lacey is kitted by Peck Polymers and the Fike by Micro-X. Both fly extremely well, and have won many FAC and AMA contests."

"For those flyers who want to break away from the crowd, there are many good flying monoplanes to choose from. The plans are available from friends who collect them, people who sell them, and if you have some drafting talent, you might draw up some plans of your own."

"I will list some of the models that I have personally built and flown. All have been good flyers - the Found, Hi-Max, Itoh, Nesmith Cougar, Ord Hume, J-3 Cub, Clipped wing Cub and the Vagabond. There are a couple more that I would like to build, but so far time has not allowed me to do so. I am partial to the BD-4, Daphne and the Tailwind. Maybe someday....."

"Future columns will deal with rules and documentation, successful models and modelers, rubber-prop combinations and anything else brought to my attention by the readers."

Any reader contributions would be of great interest to Jim Miller, 107 Loreli Drive, Fayetteville, OH 45118.



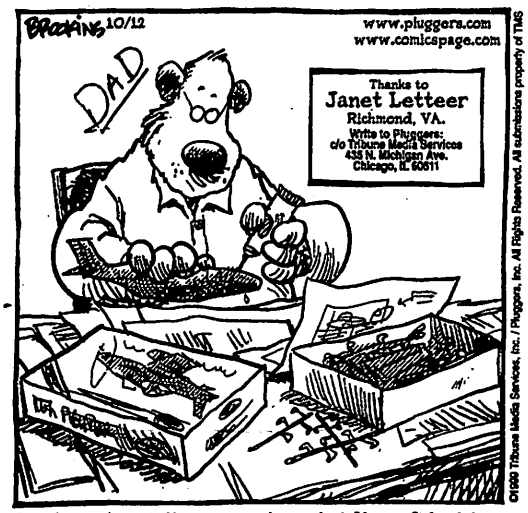
BY and O Sold - The October issue of the WFC PATTER newsletter stated that due to ill health old friend Clarence Bull has sold his BY and O wood prop business to the Brodak Mfg. Co. Sure do hope the Brodak company can make the wonderful wood propellers with the equivalent quality as did Clarence. A production system that increases availability and reduces the prices would help to suppress the swing to less expensive alternatives of the plastic variety. Good Luck Brodak in your new efforts!

The CIA was saddened to hear of the recent passing of Lou Merlotti. Lou was a mainstay of the St. Louis THERMALEERS for many years. His exuberance and friendly manner will be missed by all.

NEW AMA GAS EVENT - A new AMA Gas event has recently been added to the many events already carded. This one is called "1/2A Nostalgia Gas". In simplifying the new rule book the Rules Committee has created loop holes which would permit one to slip-off the black plastic carburetor and venturi assembly from a CoxTD .049 and replace it with a red plastic arrangement from a Medallion engine. Then, since we are now permitted to use Nelson and Glo-Bee glow plugs, add an APC prop and 65% Aerodyne fuel - one can achieve rpms of 24-25K. Also, "minor hopups" are permitted as well - whatever that encompasses! Sounds like anything up to and includingAME "guts" is now okay.

In case you may have forgotten, all of the above must be considered as "progress" in an event where "no progress at all" was the intended purpose. I guess we now should add "Original 1/2A Nos Gas" to the Nostalgia Gas roster if are to get back to square one. A simplier step would be to scrap NFFS Nos Gas Book ##7 and reinstate Book #6. If this liberalized rule situation is not checked, Nos Gas will commit suicide. Remember where you heard it first....

Pluggers

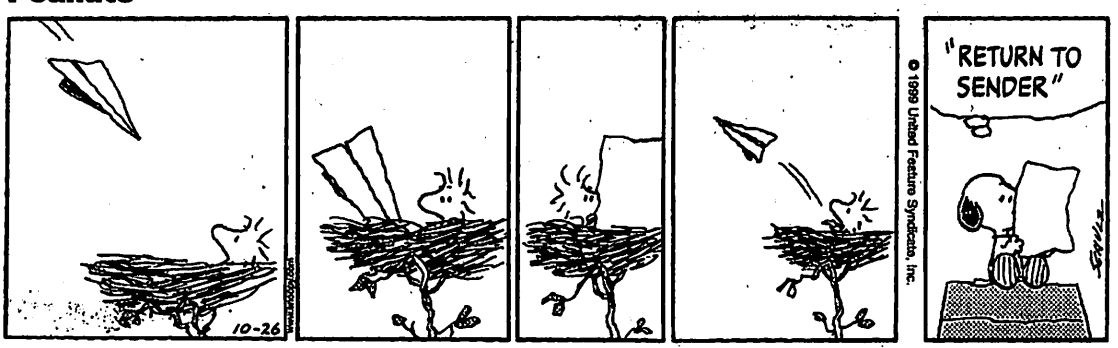


A plugger still enjoys his childhood hobby.

Intended for non-Schnuerle engines plus placing the nix on auto-surfaces, the so-called "Slow Power" event has not escaped the hands of the "rule tamperers"in some locales either. The original intent was for the event to be an extension of the Nos Gas program to permit us to dust-off the later loop scavanged engines andtheir models of the 60's and 70's eras for use on the competition field. Thus, the whole spectrum of American free flight would be complete from Antique thru Old Timers, Nos Gas, and "Slow Power" to the current age of the Schnuerle. This event is long overdue for a set of "universal rules". The NFFS should be the organization to do it, but with what they have let happen to the Nos Gas program, I am not sure they should be entrusted to perform the task. In any case, "no progress at all" in the above two situations requires some serious consideration on an immediate basis.

HSM

Peanuts



One Man's Opinion

by Hal Lorimer, SAM 988, Canada

With the age of SAM flyers increasing and the size of good available flying sites diminishing, it seems it is time for something to be done to reduce the 'marathon' aspect of flying in SAM rubber events, i.e. three 2 minute flights plus a fly-off of three to six minutes or more.

Only a few sites today are able to contain *all* flights within their boundaries, even in moderate winds. Fortunately, the power flyers can simply reduce their motor runs, depending on circumstances. Quite a few SAM flyers I have talked to are reluctant to participate now - in the challenge of retrieving in high corn, dense beans, jungle-like underbrush, climbing trees, crossing swamps and the like - off field!

A survey of SAM Champs results in all rubber events 1995-98 (attached) clearly indicates that more than 50% of flyers max out on their three officials. A high number indeed. I suspect this increased general performance over the past several years is due in part to better building techniques, improved rubber, flying experience and other obvious factors.

A 'limited target time' for fly-offs has been tried. This is some improvement, but with 50% of the total entries participating it gets to be a bit of a crap-shoot which determines the winner rather than the best models or flyers.

A partial solution, in my opinion, would be to reduce the amount of rubber allowed in these classes. (4 and 8 oz Wakes excepted). If the rubber motor weight (lubed, no hook) were limited to about 20% of the weight of the empty model it should help to reduce the problem somewhat. The Flying Aces Club have successfully incorporated a 15% rubber motor rule in some of their events in order to confine flights.

We have little control over thermals of course, but with reduced torque and motor runs we may even reduce that risk somewhat. With a reduction in motor weight it may even prove to be more exciting as well as a safe challenge to max than before!

This system would operate on an honour system of course, with only the winners having to impound their models for rubber weight checking.

Sites that can easily accommodate a six minute fly-off could with notice operate on present rules. If this methods was endorsed by most SAM members surely a way could be found to implement it without waiting.

So now, good fellows and flyers alike, pick up thy pen and dash a note to our editor or SAM President on your system - or your opinion on this one.

SAM Champs '95-'98 Rubber Results

(maxed out/flyers)

	'95 CO	'96 FL	'97 NV	'98 IN	Avg.
L. Fus.	20/33	12/26	5/7	30/54	67/120
L. Stk.	22/34	12/20	15/17	29/44	78/115
Comm.	7/12	4/25	24/33	13/32	48/102
S. Stk.	22/34	17/37	28/36	28/47	95/154
S. Fus.	25/38	9/27	37/44	3/38	74/147
8 oz W.	13/22	8/22	11/12	19/41	51/97
4 oz W.	10/16	4/14	11/14	6/17	31/61

Average totals 444/796

Thus more than 50% of flyers max out in most events

Postscript from Hal Lorimer - I've since tested a Jabberwock and a Korda Stick by winding to 80% torque using the 20% rubber weight idea. It was fine as far as I'm concerned. No, you don't have a rocket climb - but that's the whole idea - to handicap the model somewhat. Surprisingly the motor run was still in the 55 second range.

The upside is that it is easier to adjust the model and your rubber supply will last a lot longer. You *do* have to check the CG and adjust the prop stop screw.

◇ ◇ ◇



(FROM AMA NAT'L NEWSLETTER.)

"Don't worry, it's just a minor case of thermal swoon. He caught it when he lost his model in a thermal."

Kinda Interesting.....

Remember the wing trailing edge wedges used for trimming our power models? And the Gurney flaps & 'kickers' used on our hand-launched gliders?? Agent **Chris Matsuno** sent in the following tidbit, now being considered for the full-size stuff.....

"..... Boeing engineers have examined the work Douglas did with the trailing edge wedge on the on the MD-11 to recover up to 7% fuel burn. Tests were conducted in October and November with a modified triangular-shaped wedge on the lower surface of the trailing edge of the 747's wing."

"The trailing edge wedge was great on the MD-11, but it is stunning on the 747", he said. "The wind tunnel tests are translating into a weight saving of 25,000lb", he said.....

How 'bout that stuff, baseball fans???

Carbon Fixing.....

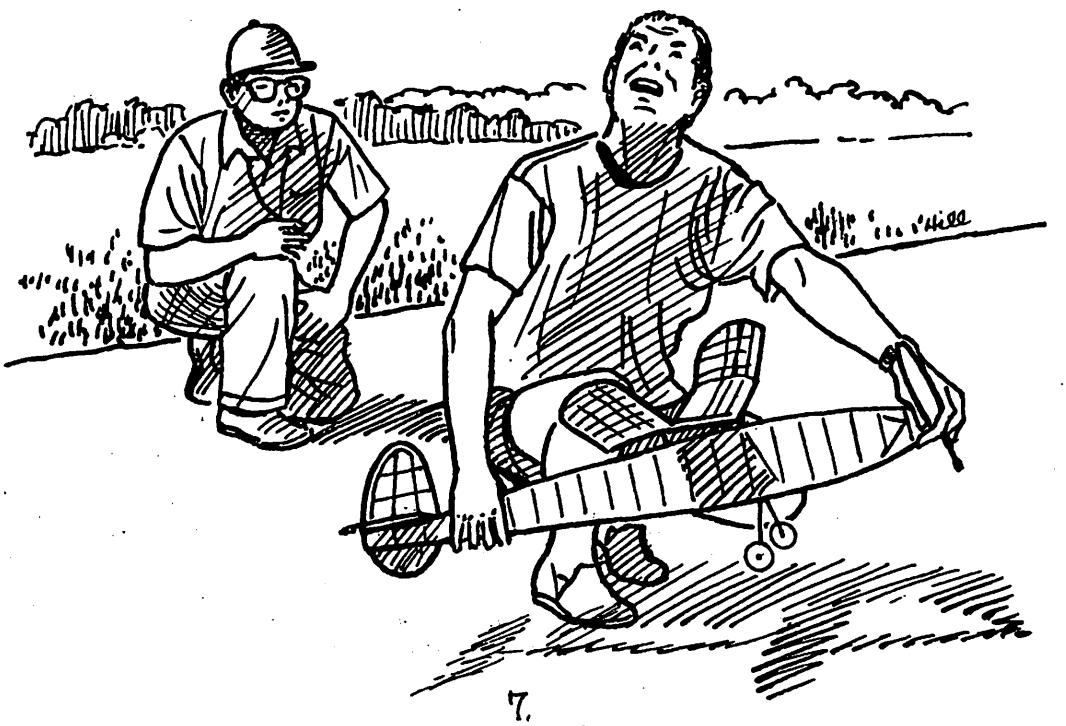
Agent **Meredith Chamberlain** uncovered the following article in the June '99 issue of the *New Scientist.*

"Concrete road bridges can be strengthened quickly by bonding a thin sheet of carbon fibre to them, say civil engineers at the University of Surrey."

"After years of pounding by heavy traffic, concrete bridges can develop small cracks. Water often contains de-icing salt, and when it reaches the steel reinforcing rods it corrodes them and causes them to expand and the surrounding concrete to crumble, weakening the bridge."

"The standard technique for strengthening these bridges is to bolt and bond a heavy steel plate to the concrete. But this has many drawbacks. The steel, often supplied covered in grease, has to be grease-free for an adhesive to be effective-and it is difficult to achieve the right level of cleanliness on a busy construction site. Drilling holes for bolts is also problematic. You run the risk of drilling through the reinforcing rods and weakening the structure. The technique also requires heavy lifting equipment to position the steel plates and the bridges have to be partly closed to traffic during the work."

"In a series of tests the researchers found that bonding a sheet of prestressed carbon fibre, about .040" to .060" thick, to the underside of the concrete is as effective as strengthening the beam with a conventional steel plate 1/4" thick! There is no need for heavy lifting equipment and you can put the light roll of carbon fibre in the back of a car."



Northern Ohio Free Flight Association

Summer Free Flight Contest Results

AMA National Flying Site Muncie, Indiana, August 14-15, 1999

ABC Gas

Norm Poti	900
Gib Robbins	597
Guy Scott	440
Richard Covalt	351

PeeWee 30

Bill Hale	2400
Elmer Jordan	2186
Bill Barr	1426
C Steinebach	959

ABC Oldtimer Fuselage

Dan Harshman	352
Ted Dock	341
Bob Edelstein	270
Elmer Jordan	245
Bill Hale	240
Don Boyer	84

Oldtime Rubber

Larry Willis	526
Lee Cambell	358
Don Decook	321
John Watson	298
Bill Brewer	228

P-30/Coupe Combined

Larry Willis	360
Roger Lane	321
Vicki Wicks	277
A. Coverdil	226
Bill Barr	176
C. Steinebach	33

Hand Held Catapult Glider Jr.

Alex Marsh	184
Joe Tortorelli	98
Adam Marsh	93
Kyle Jones	81
Kyle Steinebach	46
Jason Poti	7

1/2A Gas Power Jr /Sr

Adam Marsh	309
Alex Marsh	236

.020 Payload

Elmer Jordan	236
Ted Dock	293
Roger Lane	257

Nostalgia "Geef"

Bill Hale	360
Dan Harshman	224
Don Boyer	124

Hand Held Catapult Glider

Bob Johannes	292
Tom Jones	276
Guy Scott	273
Jon Watson	249
Phil Sullivan	248
Joe Mekina	238
Roger Lane	181
Roger Staton	159
J. B. M. Griner	159
Larry Willis	136
Paul Skelley	112
George Kite	67

1/2A Nostalgia Gas

Keith Fulmer	720
Charlie Harper	474
Gene Wicks	456
Jack Marsh	445
Bill Hale	360
Elmer Jordan	346
Carl Rowland	276
Don Diggs	248
Don Boyer	226
Dan Harshman	179
Don Decook	168
Bob Edelstein	40

1/2A Gas Power

Steven Frazier	1600
Norm Poti	763
Keith Fulmer	593
Bruce Barnett	278
Don Diggs	252
Bill Barr	194
Larry Willis	48

.020 Old Timer/Nostalgia

Elmer Jordan	306
Larry Willis	281
Dan Harshman	265
Bob Edelstein	253
Bill Barr	234
Roger Lane	126
Don Boyer	43

Classic Open Towline Glider

Lee Campbell	360
Warren Weisenbach	356
Jon Watson	266
Jim Haught	252
Elmer Jordan	53

.1/2A Nostalgia PAA Load

Charlie Harper	292
Bill Barr	209

ABC Nostalgia Gas

Gib Robbins	840
Keith Fulmer	670
Jack Marsh	594
Charlie Harper	427
Richard Covalt	353
Bill Hale	343
Gene Wicks	336
Carl Rowland	257
Bob Edelstein	212
Dan Harshman	205
Elmar Jordan	105
Jon Watson	55

ABC Old Timer Pylon

Bob Coverdill	434
Elmer Jordan	427
Dan Harshman	354
Ken Smith	337
Bill Hale	319
Bob Edelstein	313
Don Boyer	218

Hand Launch Glider

Joe Mekina	232
Bob Coverdill	167
Bruce Barnett	144
Lee Campbell	141
Larry Willis	137
Keith Barnett	124
Phil Sullivan	76
J.B.M. Griner	33

Hand Launch Glider Jr.

Jason Poti	101
Adam Marsh	94
Alex Marsh	94
Kyle Jones	52
Andrew Coverdill	10

Rubber Power Jr.

Adam Marsh	313
Jason Poti	281
Andrew Coverdill	272
Alex Marsh	261
Amanda Watson	232
Kyle Jones	62

.010 Gas Power

Bill Hale	3220
Shel Myers	2040
Bill Barr	1420
Tom Jones	868

Team Hand Held Catapult Challenge
Won by NOFFA team of Rudy Kluiber, Charlie Jones, Tom Jones

High Point Champ – Bill Hale

Thank you for supporting the NOFFA contest despite the drizzle on Saturday. Sunday weather was ideal. Thanks to Susan Johnson and Marge Weisenbach for their help running the registration table and keeping the stats.

CENTRAL INDIANA AEROMODELLERS
27TH ANNUAL REGIONAL
FREE FLIGHT CONTEST
Sept. 11-12, 1999

AB AMA Gas

1	Brad Bane	1276
2	Norm Poti	1200
3	Guy Scott	465
4	Steve Frazier	448
5	Gil Morris	357
6	Hank Sperzel	356
7	Dick Covalt	350
8	Gib Robbins	239

020 Payload

1	Roger Lane	264
2	Bill Hale	258
3	Elmer Jordan	162

Catapult Glider

1	Chuck Markos	267
2	Tom Jones	237
3	Rudy Kluiber	226
4	Guy Scott	186
5	John Oliver	184
6	J.B.M.Griner	139
7	Jean Pailet	118
8	Joe Mollendorf	69
9	Chris Steinbach	68
10	Roger Staton	68

Jr Hand Launch Glider

1	Jason Poti	98
2	Joe Tortorelli	50
3	Mark Wood	9

ABC Old Timer Gas

1	Bill Hale	360
2	Hank Sperzel	354
3	Ted Dock	350
4	Bob Edelstein	334
5	John Carls	216

Classic Power

1	Hank Sperzel	750
2	Bill Burgess	627
3	Kenneth Smith	345
4	Gene Wicks	311
5	Charles Harper	294
6	John Carls	197
7	Ruth Bane	95

Jr Catapult

1	Jason Poit	87
2	Shane Steinbach	26

½ A Nos Gas

1	Rudy Kluiber	600
2	Keith Fulmer	485
3	Hank Sperzel	456
4	John Carls	423
5	Shel Myers	421
6	Elmer Jordan	348
7	Gene Bowers	290
8	Don DeCook	157
9	Gene Wicks	82

CD AMA Gas

1	Norm Poti	480
2	Dick Covalt	463
3	John Carls	280

¼ A/020 Rep Nos Gas

1	Rudy Kluiber	328
2	Shel Myers	312
3	Gene Wicks	306
4	Roger Lane	256
5	Bob Edelstein	234

Mulvihill Rubber

1	Ed Konefes	540
2	Jason Poti	333

ABC Nos Gas

1	Charles Harper	924
2	Keith Fulmer	542
3	John Carls	462
4	Gene Wicks	357
5	Don Diggs	333
6	Bob Edelstein	243
7	Shel Myers	230
8	Elmer Jordan	186

Moffett/Korda

1	Ed Konefes	520
2	Walt Tomasch	408

Pee Wee 30

1	Shel Myers	2181
2	Elmer Jordan	2153
3	Bill Hale	2099
4	Roger Lane	1405
5	Chris Steinbach	1225

Hand Lunch Glider

1	Tom Jones	291
2	Jean Pailet	115
3	Don DeCook	72
4	Roger Staton	65
5	J.B.M. Griner	22

P-30 Rubber

1	Dave Sechrist	345
2	Roger Lane	335
3	Vicki Wicks	171

½ A AMA Gas

1	Gil Morris	566
2	Joe Mollendorf	398

Jr Rubber

1	Jason Poti	73

Thanks to all for coming to our 27th. See you next year in 2000!

CD's Phil Sullivan and Moe Whittemore

R/C SWAP MEET

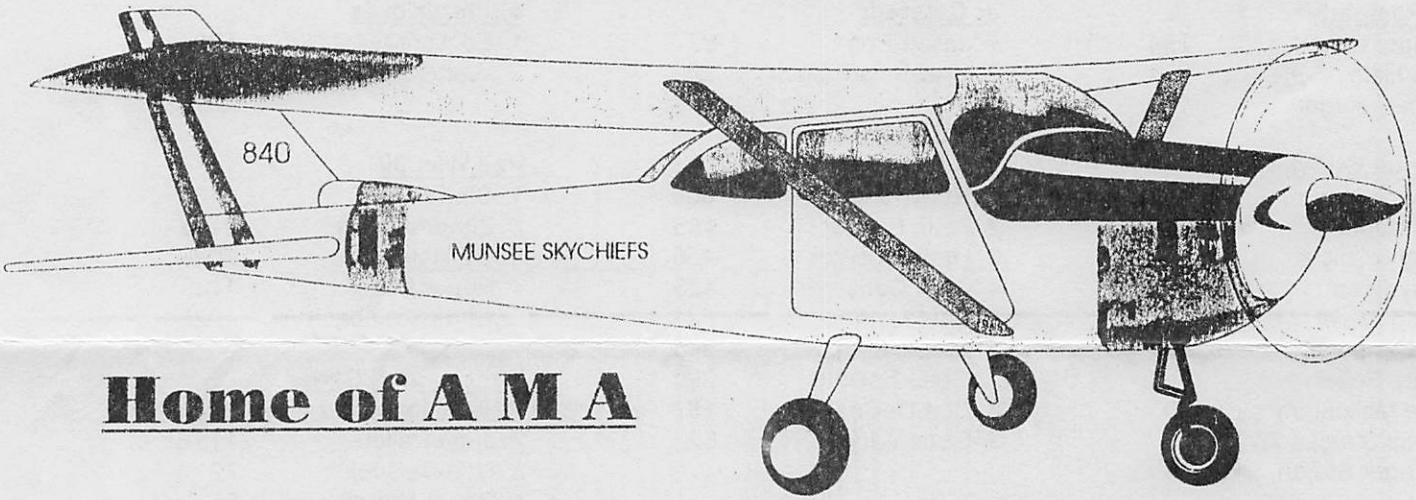
MUNCIE IN.

Saturday November 27, 1999

Location Delaware Co.

Fairgrounds 1210 N Wheeling

Muncie, In.



Home of A M A

Door prizes and Raffle drawing

Set up6-8 AM Doors open 8 AM To 1 PM

8 ft. Tables $10.00 at the door

Each additional table $7.00

Tables in advance $8.00

Each additional table $6.00

One free admission with each table

$2.00 At the door Woman and Childen free

Contact
Reggie Sewell
5101 S./Co.Rd 400E.
Muncie, In. 47302
PH# 765-284-3711

Contact
Marland Mc Intire
1706W Cowing Dr.
Muncie, IN. 47304
PH# 765-287-9250

CIA Club Point Claim Sheet - (See CIA Rule Book for details)

pg ___

Member________________ Open_____ or Jr/Sr_____ (under 19 by 7/1)

Date	Contest	Location	Class	Events	Model Design	Place	Points

The **INFORMER**

2348S, 700W
New Palestine,
IN
46163

1999 President
Whoever feels Presidential

Vice President
Phil Sullivan (on deck)

Sec'y/Treasurer
Meredith Chamberlain

Issue No. 5 - 99

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