CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
When there are 3 days cold, expect 3 days colder.

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Issue #6/01 November/December Price $7.50/yr.



So, You Want To Build a Sparky!

- by Lee Campbell

The *Sparky* is the SAM Rubber Model Of The Year for 2002!

As a result, there'll be a separate event for the *Sparky* at the SAM Champs (and possibly other meets). This special event will allow both folding and free-wheeling props, but the prop diameter is limited to 1/3 of the 32" wingspan, or 10.66". In addition, the model must be built using one of the four Comet kit plans (L10, L12, R9 and 3408). The *My Sparky* version with the single wheel gear and canted stab tips is not eligible. (The same goes for Pond plan L10A, which is also a single gear setup.)

Flying Surfaces:

These surfaces will remain nearly stock. Take care to keep the tips and stab/rudder setup light. I have added a couple of 1/16" X 1/8" braces to the top of the wing's 1st bay, in order to brace the wing hold-down bands. Since the stab/rudder assembly will need to be keyed, plan to have balsa around the areas to be keyed.

Fuselage:

The more recent plans do not show the sub-

(cont'd, p. 4)

Hospital report.....

Agent **Roger Lane** is back in the news again. Seems he had a "spell" while driving home from a dialysis session recently, putting his car into a ditch! Hospitalization showed that he had a mild heart attack – and he's 85-90% blocked! Until his health picks up, there'll be no surgery. The condition is being treated with medication. Now, if we can just get him to eat regularly..... Roger'd like to hear from you. His address is 4801 E. Co. Rd. 67, #271, Anderson, IN 46017. Ph: (765) 378-7568.

And **Marty Hallgarth** is now cancer-free, having had areas of one of her lungs removed. She's at home and doing fine now! Looks like she & Les will make the Banquet.

Steve Frazier's been seen again at klub meetings and Wednesday breakfast gatherings. He's enduring bouts of chemo and radiation therapy that seem to be shrinking his tumor. He's looking forward to the upcoming flying season!

Agent **Jack Greene** is now a patient in the Alzheimer section of Fountain View nursing home (809 Carrol St., Buchanan, MI 49107). Please drop Jack a line while he can still appreciate your messages.

New Officers!! Lee Campbell moves into the President's chair for 2002. **O.C. Stewart** "agreed" to the Vice-Presidency! **Meredith Chamberlain** again is the keeper of the keys to the bank.

Email 'short' list updates... Add **Jim Haught**. He's ramrod250@aol.com . And **Meredith Chamberlain**'s troymkc@md.netindy is no longer valid!

2001 Season Point Claims..... Again, just a reminder to submit your season's winnings via the claim sheets found in previous Informer issues – or post 'em online at the CIA website: www.members.aol.com/ciaffclub/cia.htm .



Winging It



Some rules of the air for flyboys:

- Every takeoff is optional. Every landing is mandatory.
- When in doubt, hold on to your altitude. No one has ever collided with the sky.
- The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
- The only time you have too much fuel is when you're on fire.
- Stay out of clouds. The silver lining everyone keeps talking about might just be another airplane traveling in the opposite direction.
- You start out with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before emptying the bag of luck.
- There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.

Tip City..... Agent **Lee Campbell** can't pass a glue display without looking to see what's new. He sez "I purchased some *Elmer's Poster and Picture Stick*".

"The instructions say 'Apply to picture. Wait 60 seconds. Hang picture'. This stuff is a little stiffer than most of the glues by us for covering, but it did stick well".

"I called the people at Borden's to see if this or any other glue stick they made was water resistant or waterproof. The answer was no, but the properties of *Poster and Picture Stick* were interesting".

"Designed to hold aggressively, but release when pulled apart – without leaving any residue. This makes it ideal for fastening paper patterns to balsa for parts cutting. And a lot better than the spray stuff for the occasional user. It can be found at K-Mart for $2.00".

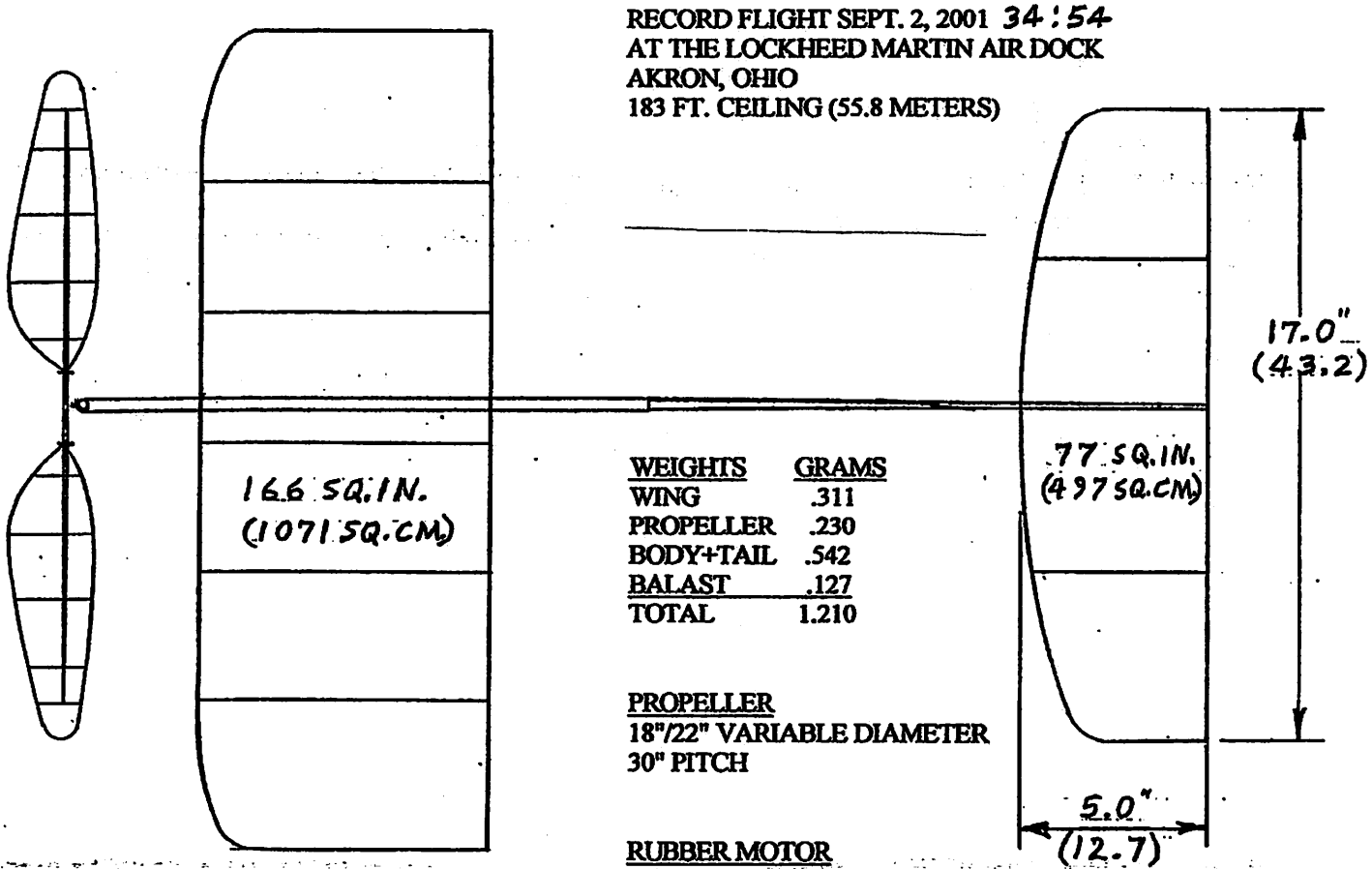
The Model On the Facing Page..... is another offering from Agent **Jim Richmond**. He recently set new national & world F1D and Cat IV records with it! But the AMA has lost the paperwork for these records, and it has yet to be resolved!

Jim's at work building an armada of these strange, new F1Ds!!



DESIGN & FLIGHT BY JAMES RICHMOND

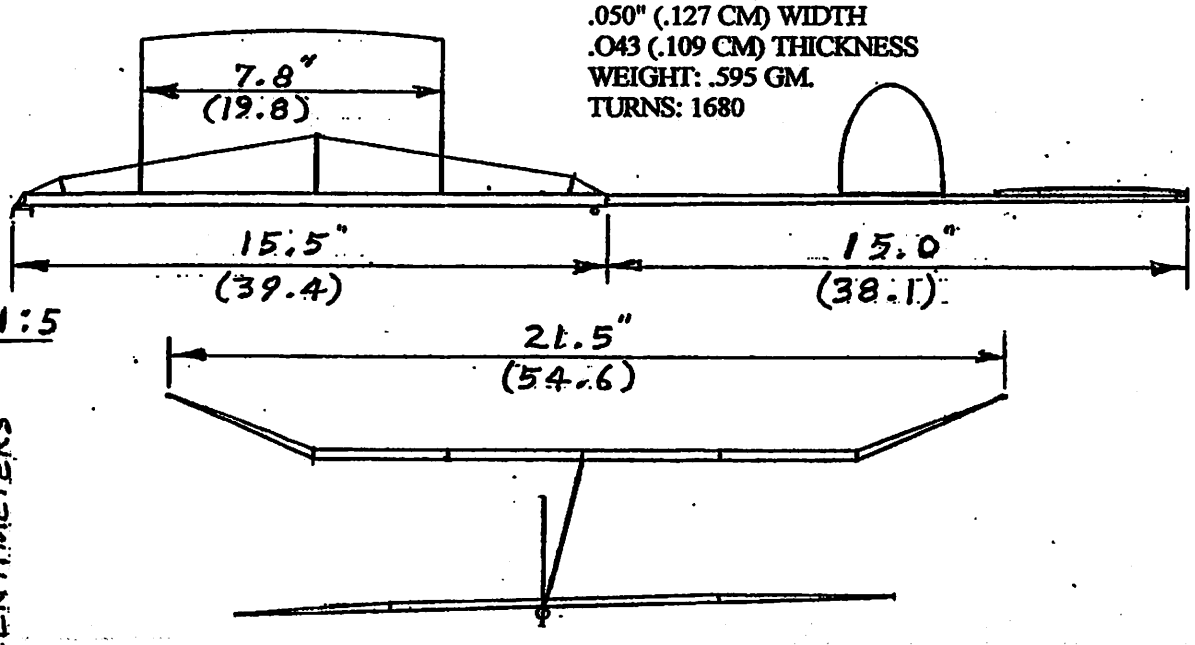
RECORD FLIGHT SEPT. 2, 2001 34:54
AT THE LOCKHEED MARTIN AIR DOCK
AKRON, OHIO
183 FT. CEILING (55.8 METERS)



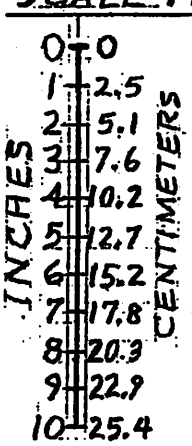
WEIGHTS	GRAMS
WING	.311
PROPELLER	.230
BODY+TAIL	.542
BALAST	.127
TOTAL	1.210

PROPELLER
18"/22" VARIABLE DIAMETER
30" PITCH

RUBBER MOTOR
9.0" (22.9 CM.) LOOP
.050" (.127 CM) WIDTH
.043 (.109 CM) THICKNESS
WEIGHT: .595 GM.
TURNS: 1680



SCALE 1:5



(Sparky... cont'd from p. 1)
rudder. But it's needed in order to keep the model from Dutch rolling. The faster the model flies, the more pronounced the roll. The rudder plan is also shown in this article, as well as the pattern for the cabin side windows. Their addition won't help the flying one bit, but they sure do look spiffy! Fasten your window pattern to a sheet of 1/16" balsa. Cut to the outside dimension. Pin-prick the window outline, glue in place, then cut and sand the window shape. I have also added diagonal bracing to my models (1/16" X 1/8" is adequate). Use aluminum tubing for the rear peg. I've also been sheeting in the first bay of the fuselage nose area.

Fuselage parts #16 need to be made from firm "C" grain balsa. The covering in this area puts a lot of pressure on that part! The stab mount needs to be modified for dethermalizer use. (And I make a front mount from 1/32" ply....)

Covering:

I've been using silk for the fuselages on my rubber models. There is a little section at the rear of the cabin that has a diagonal grain indicated. Covering this section first will make the job easier. Dope with nitrate dope, with a top coat of butyrate to prevent puckering in humid weather. The flying surfaces can be covered with either Japanese tissue or Polyspan.

Prop/Rubber:

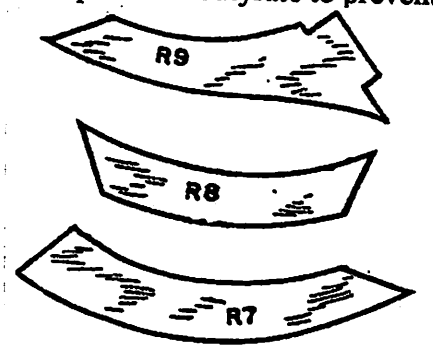
Your only real restriction is the 10.66" maximum diameter. There is a folder available from Superior Props in Louisiana. (I have some 11" machine-cut props in stock for $3.00 each). My current model is equipped with a 9.5" plastic prop, but I plan to try a balsa free-wheeler this spring.

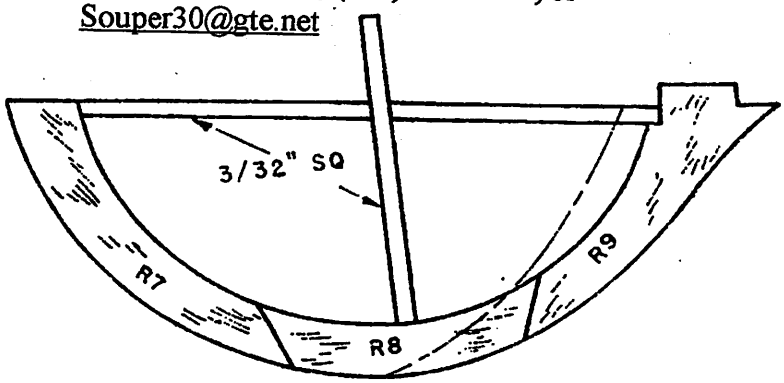
A light model will climb well with eight strands of 1/8" good rubber, when equipped with a plastic prop. A heavier model, or one with lesser rubber, will probably need ten strands. Make the motor no more than 24" long. And balsa props will require more rubber than the plastic props.

Flying:

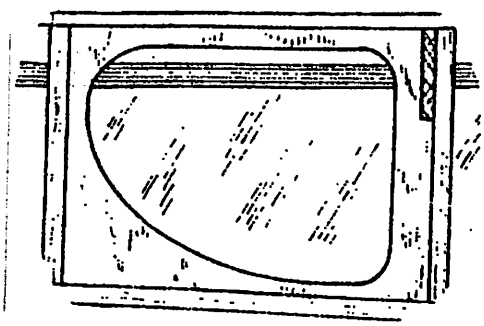
Balance the model at the rear spar. Remove all warps. Install 3/32" each of down and right thrust, and add a slight amount of left rudder for left glide turn. Your goal is a model that climbs to the right and glides to the left.

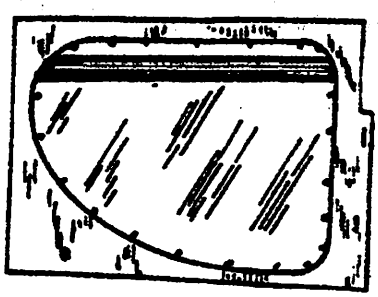
Ed. note: *Sparky* (kit #BRX-100) is available from Lee for $23.98 + $5.00 for shipping. Order now! P.O. Box 3104, Muncie, IN 47307; (765) 289-7753; or Souper30@gte.net



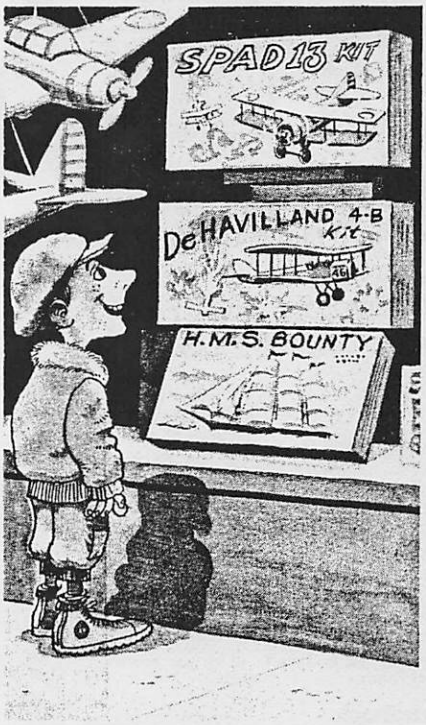


The sub rudder parts are from 3/32" balsa





YESTERDAY...



In the past, a kid would see the magnificent painting of World War I planes in fiery combat on a model-building kit box, and he'd want, more than anything else, to build a model of one of the planes.



So he'd buy the kit and rush home—only to find that the box contained complicated plans and rough materials to build the plane. Frustrated at first, he'd then decide to conquer this tough task.

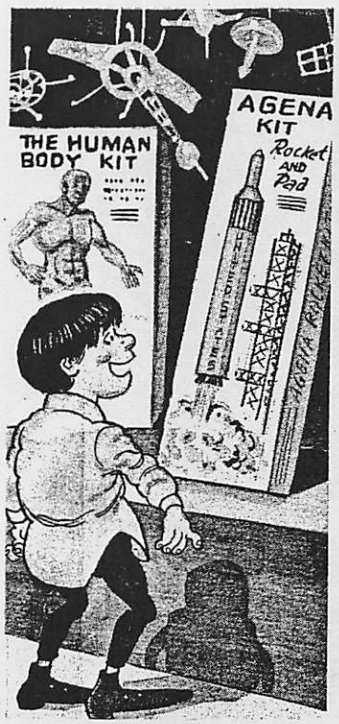


After long hours of learning how to read plans, and cutting and shaping every part by hand, our intrepid model-builder would be ready for the final assembly and painting of the finished product.



Although the finished model plane was not much to look at, the silly kid would hang it in his room and foolishly show it to his friends with pride because each bit of it was his own deft handiwork.

TODAY...



The modern day kid is still bedazzled by the magnificent painting of a jet plane or a rocket on an "idiot-proofed" model-building kit box, and wants, more than anything else, to build one of them.



But when he buys the kit and rushes home and opens it, he finds no frustrating problem to tax his ingenuity and his skill. "Idiot-proofing" has eliminated need for studying plans, fashioning parts, etc.



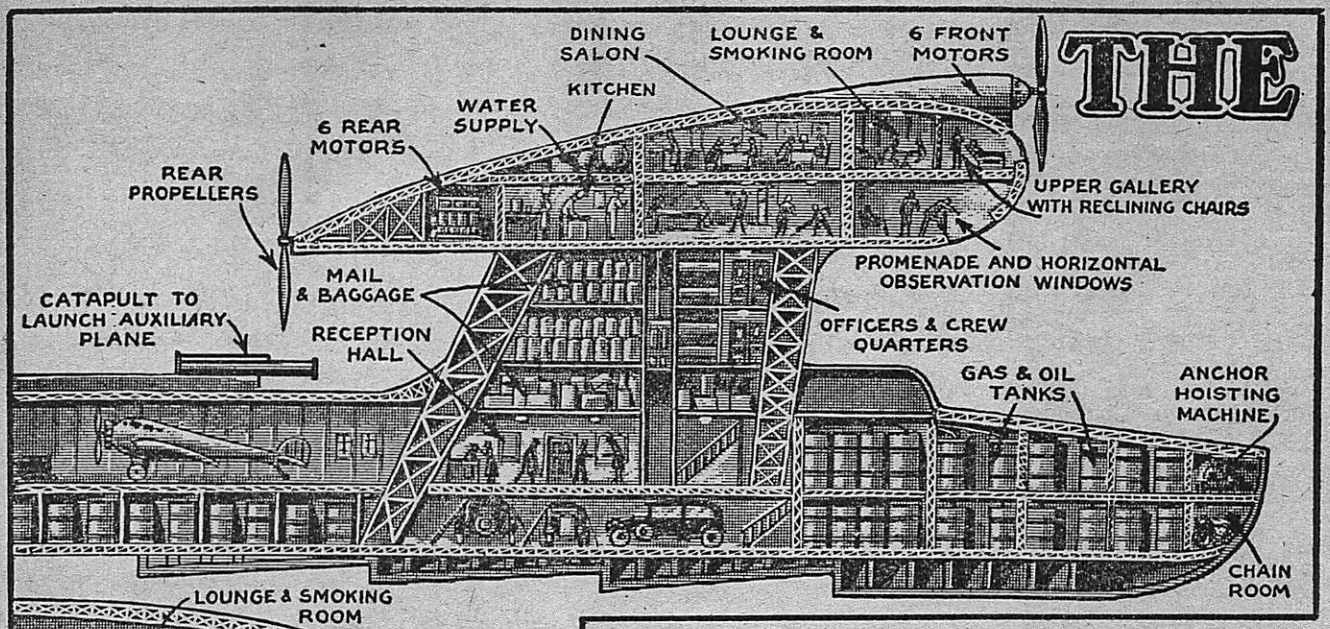
All of the plastic pre-cast parts are pre-keyed so each one fits perfectly into the other, and assembly takes no more than five minutes. Also, pre-coloring eliminates need to paint the finished model.

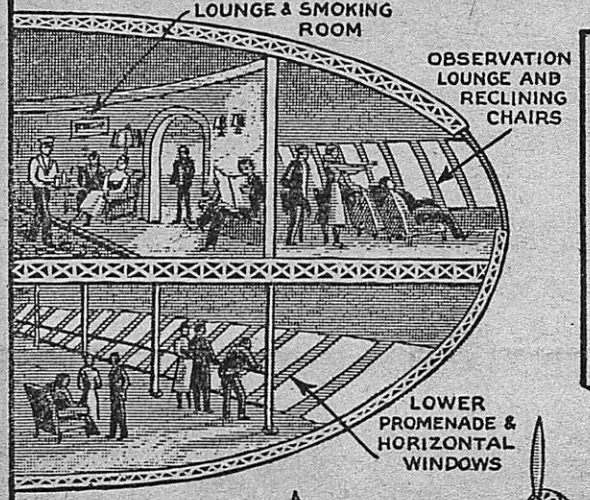


The final product is perfect in every detail. The only trouble is, kids aren't as proud of their handiwork as they used to be. Maybe it's because idiot-proof kits are so simple, anyone can do 'em.

BORROWED FROM 'MAD' MAGAZINE

THE



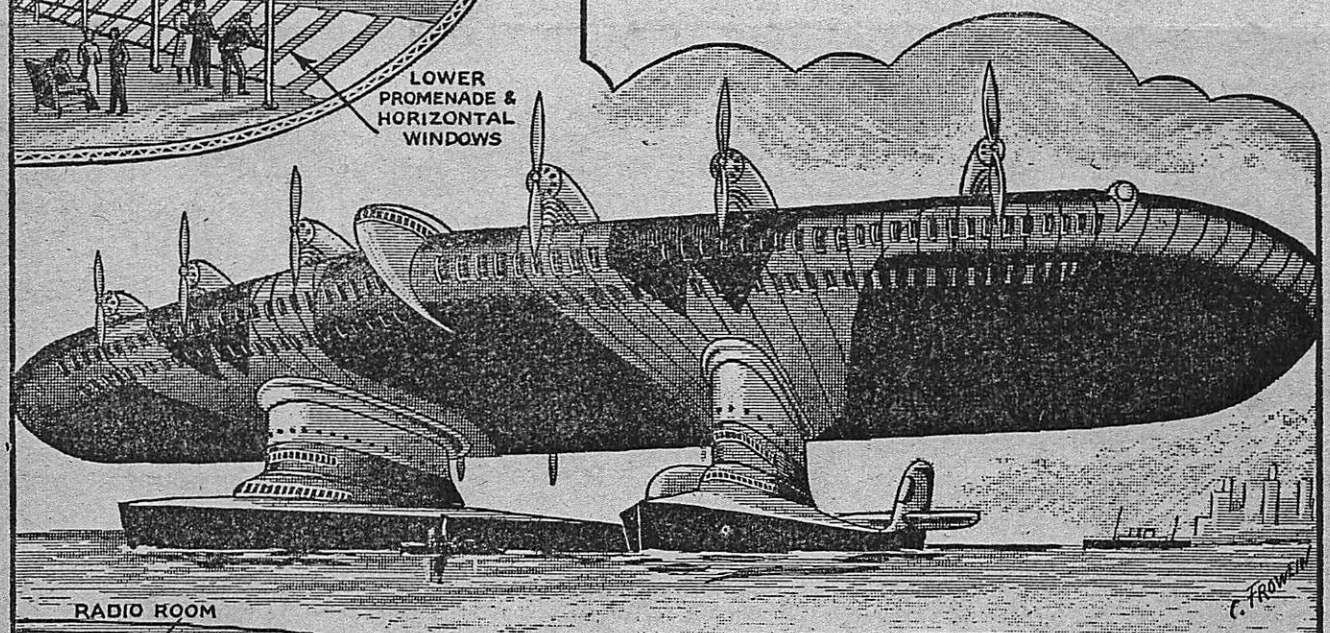


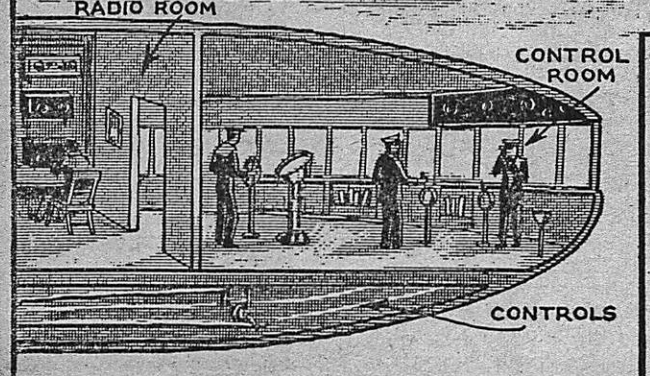
Above—A cross-section of the giant liner showing the manner in which her space is allotted. Left—Detail of passenger promenade in the wing.

By Hugo Gernsback

● WE are becoming used to larger and larger airplanes as time goes on. At the present time, the large commercial Clipper planes weigh 42 tons and have a span of 152 feet. These planes can carry 25 passengers plus a goodly amount of pay load. Clipper ships average a total of 6000 horsepower.

How far can we go in the future in plane building? There seems to be no limit except for the economic factor, and in times to come it is certain that we will see monsters in the air dwarfing everything





This is a front view of a great aerial liner floating lightly on the water. At the left is shown the navigating cabin.

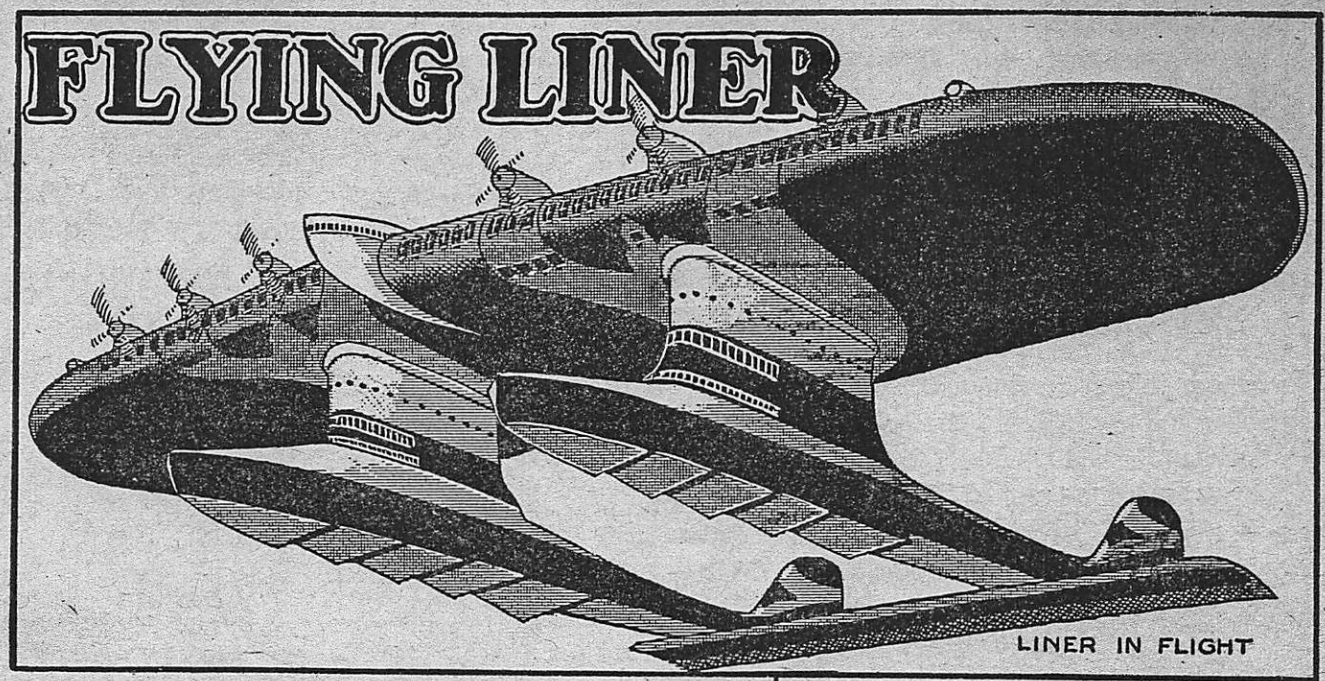
now known or even imagined. The flying liner of the future was described by me in some detail in SCIENCE & MECHANICS in the November 1932 issue. A number of illustrations are reprinted here, and it seems that we are getting nearer and nearer to the time when giant flying liners of this type will become a possibility.

The illustrations shown here give a rough idea of the huge air monster. A few details are given.

Wing span, 600 feet; Length overall, 335 feet; Total lift, 1000 tons: Fuel and pay load, 450 tons; Passengers, 1500; Horse power, 100,000.

Fundamentally and technically speaking, there is no reason

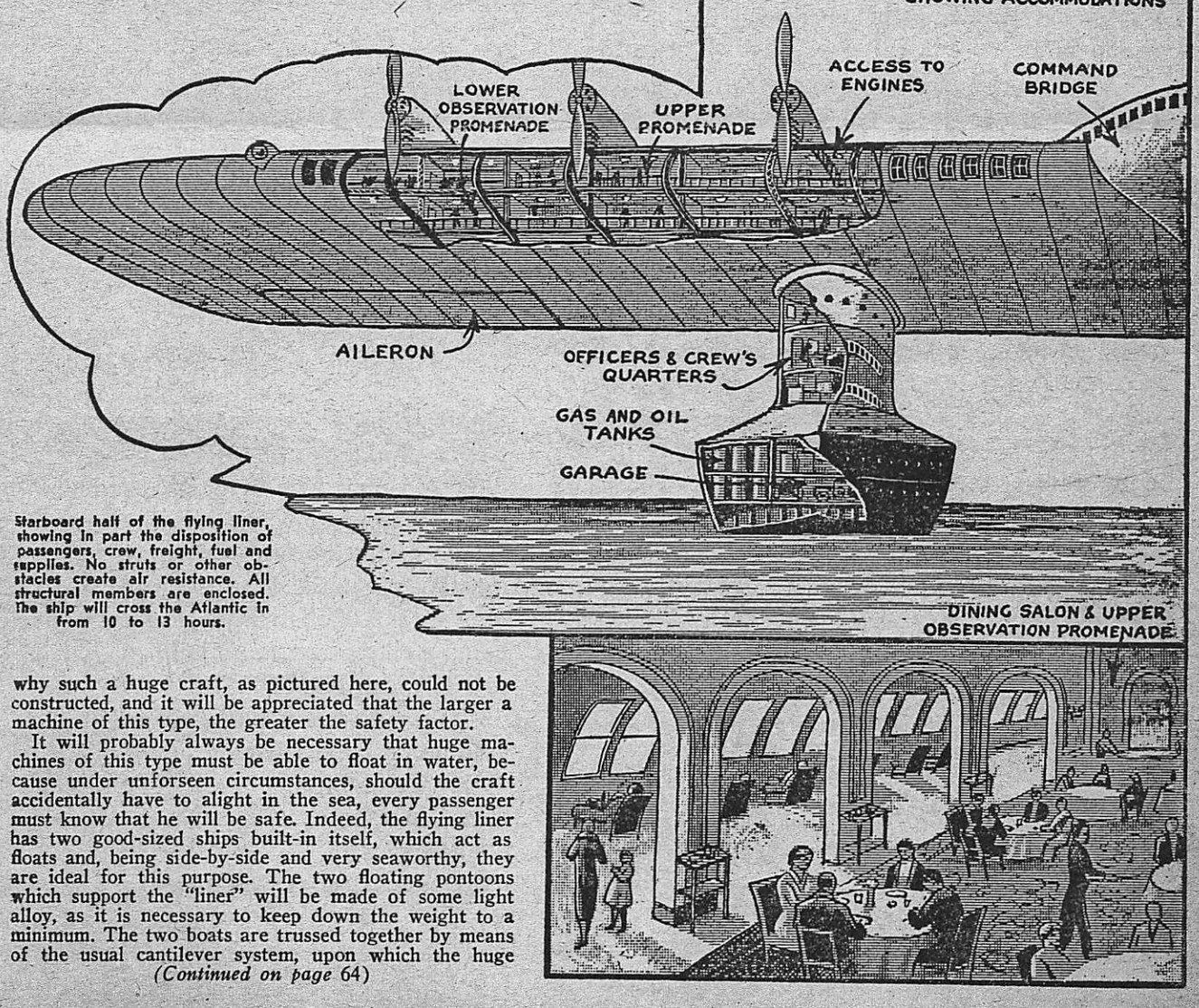
FLYING LINER



LINER IN FLIGHT

The usual lines of the giant trans-Atlantic air-liner of tomorrow follow those of smaller amphibian ships. The twin hulls which sustain the ship while floating in the water are shallow in their draft compared to those of a ship of similar length. Note the step-planes which gradually raise the liner out of the water when it takes off. As their lift becomes greater, speed increases and presently the entire ship raises, gaining altitude.

PARTIAL SECTION OF WING SHOWING ACCOMMODATIONS



Starboard half of the flying liner, showing in part the disposition of passengers, crew, freight, fuel and supplies. No struts or other obstacles create air resistance. All structural members are enclosed. The ship will cross the Atlantic in from 10 to 13 hours.

why such a huge craft, as pictured here, could not be constructed, and it will be appreciated that the larger a machine of this type, the greater the safety factor.

It will probably always be necessary that huge machines of this type must be able to float in water, because under unforseen circumstances, should the craft accidentally have to alight in the sea, every passenger must know that he will be safe. Indeed, the flying liner has two good-sized ships built-in itself, which act as floats and, being side-by-side and very seaworthy, they are ideal for this purpose. The two floating pontoons which support the "liner" will be made of some light alloy, as it is necessary to keep down the weight to a minimum. The two boats are trussed together by means of the usual cantilever system, upon which the huge

(Continued on page 64)

Challenger Rubber Model.....

I've managed to come up with more info on the *Challenger* rubber model – the 3-view in the #5/01 issue of the Informer.

The designer was no other than Peter Chinn. The plan was first featured in "*the Boy's Own Paper*", circa 1940. It was later published in the book "*Aero-Modelling*" by Lutterworth, in 1941.

Canadian David Larkin dslarkin@blvl.igs.net was my source of info for the model, and the exchange of our correspondence might be of interest to our readers. Here goes.....

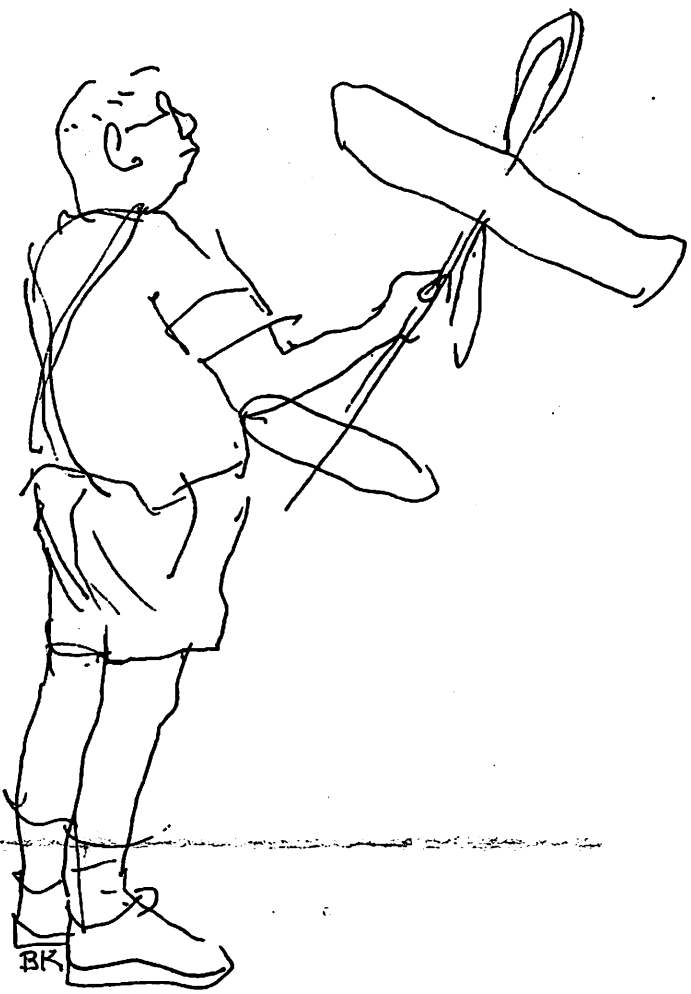
When I asked David if the *Challenger* had a contest record, he replied "at the time of publication, there probably weren't many contests going on in Britain – as they had noticed that WWII was going on a little earlier than in the US."

"When I returned to Britain (from India) in 1945, new books and magazines of any sort were hard to get. But my parents bought me a second-hand bound volume of all the *Boys Own Papers* for 1940 which contained a series of Peter Chinn articles and two plans, the other being for beginners".

"Of course, Peter Chinn went on to become arguably the most respected British aeromodelling journalist. In *Model Aircraft* he did engine tests – including BHP curves. He and his brother John were very active in developing competition models, particularly free-flight power. He also used to publish excellent articles on the state-of-the-art of various aspects of aeromodelling. Later, his engine tests were published in *Radio Modeller* magazine, and, I think *Model Airplane News*, for a while. He also did engine tests for the superb – but short lived – *Model Aviation* series of magazines around 1950".

For what it's worth, David sent me a very good e-copy of the *Challenger* plan. I think I'm better equipped now to answer any of your questions about it, now that I can actually see dimensions & text!! - Moe



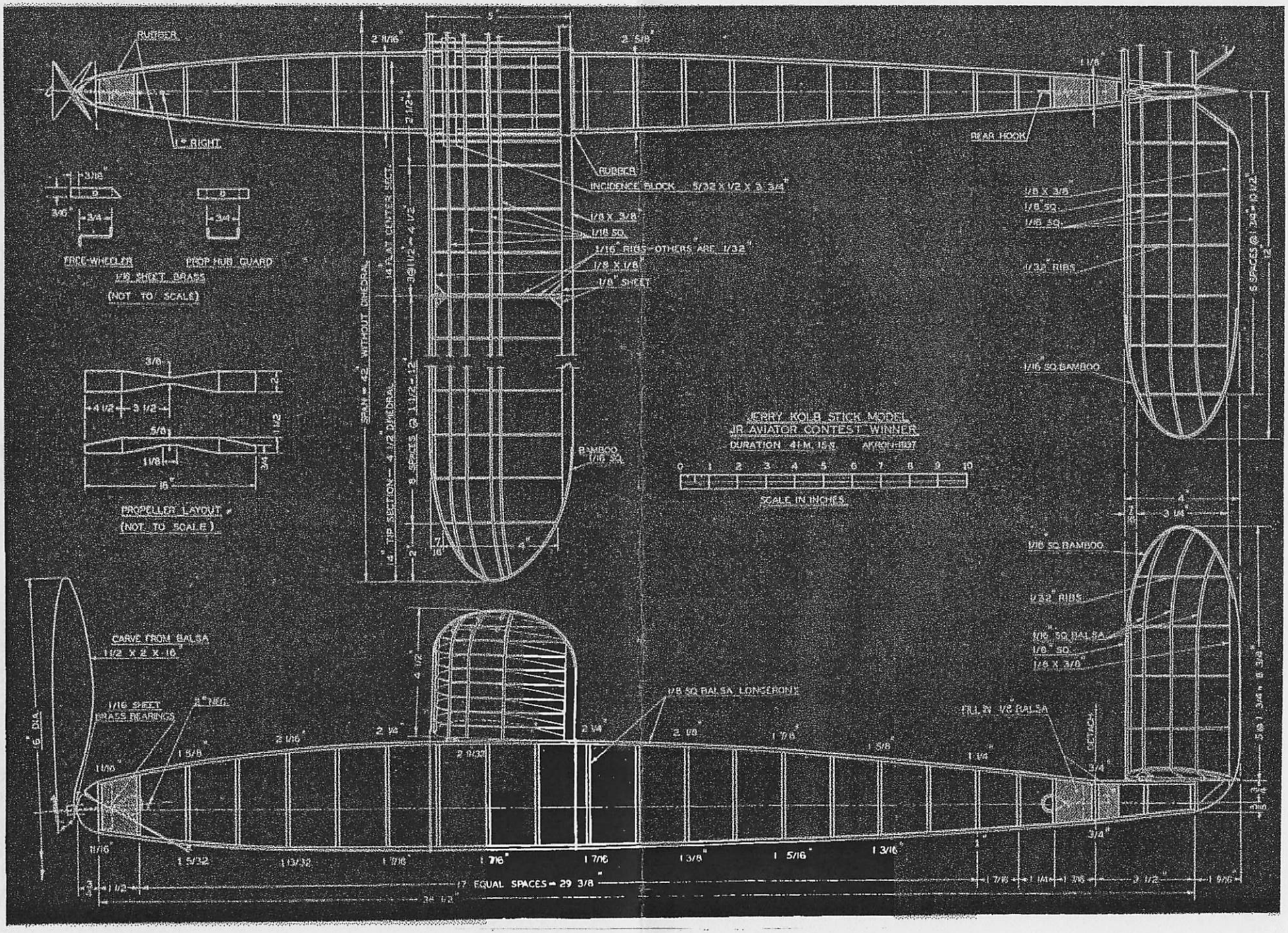


Good Wood!!! Here's another worthwhile source of indoor wood. The gateway site is www.f1d.biz . The direct connection is www.timgoldstein.com/BalsaInventoryView.asp

Available densities vary from <4# to 7#, with most falling in the 4# to 5# range. Thicknesses vary from 0.006" to 0.045", with A and C grain being well represented. Widths vary from 1 1/8" to 1 ¾"; length is 18".

Tim even has a 'Stiffness' and 'Finish' column for each selection – ("Normal/Saw Cut", "Very Good/Ground", etc.). Prices range from about $6.00 to $11.00 per sheet, depending on quality/scarcity.

Check it out! Order online!



FROM SEPTEMBER 1938 AIR TRAILS

29th Annual CIA Free Flight Championships Results
Sept. 28-30, 2001 - Muncie, Indiana

½ A NosGas (8)	
1 Jack Marsh	673
2 Bob Mattes	558
3 Don Diggs	462
4 Bill Hale	437
5 Gene Wicks	300

A NosGas (12)	
1 Hank Sperzel	563
2 Jack Marsh	562
3 Gib Robbins	456
4 Shel Myers	420
5 Elmer Jordan	300

¼ A NosGas (7)	
1 Jack Marsh	334
2 Don Diggs	330
3 Bob Mattes	267
4 Don Boyer	254
5 Elmer Jordan	122

Er ½ A NosGas (8)	
1 Bill Barr	654
2 Gene Wicks	652
3 Keith Fulmer	476
4 Jack Marsh	419
5 Elvin Buchele	298

B NosGas (11)	
1 Gene Wicks	702
2 Gene Bowers	600
3 Bob Mattes	597
4 Dick Bloomquist	558
5 Doug Marsh	472

C NosGas (7)	
1 Keith Fulmer	905
2 Richard Covalt	654
3 Gene Wicks	583
4 Jack Marsh	570
5 Elmer Jordan	353

½ A Classic (4)	
1 Jack Marsh	339
2 Bob Mattes	323
3 Bruce Barnett	271
4 Hank Sperzel	145

AB Classic (7)	
1 Hank Sperzel	566
2 Nat Comfort	480
3 Gene Wicks	497
4 Don Diggs	452
5 Bob Watson	310

CD Classic (4)	
1 Nat Comfort	900
2 Gene Wicks	869
3 Bob Watson	358
4 Elmer Jordan	330

Electric A & B (3)	
1 Charles Groth	480
2 Bill Burgess	297
3 Roger Staton	41

½ A Gas (6)	
1 Gil Morris	853
2 Bob Mattes	706
3 Bucky Servaites	480
4 Dick Bloomquist	424
5 Bob Placier	189

A Gas (6)	
1 Richard Covalt	1050
2 Gil Morris	727
3 Bob Junk	600
4 Hank Sperzel	425
5 Guy Scott	324

B Gas (5)	
1 Norm Poti	1650
2 Gil Morris	1343
3 Bob Mattes	464
4 Hank Sperzel	360
5 Nat Comfort	338

C Gas (4)	
1 Norm Poti	1050
2 Gil Morris	898
3 Richard Covalt	562
4 Bob Junk	480

D Gas (3)	
1 Joe Mekina	600
2 Nat Comfort	360
3 Dick Bloomquist	237

Catapult (15)	
1 Bucky servaites	280
2 Les Hallgarth	238
3 Tom Jones	275
4 Rey Mazzocco	232
5 JBM Griner	227

HL Glider (8)	
1 Tom Jones	323
2 Keith Barnett	235
3 John Seymour	226
4 Roger Staton	106
5 Bob Coverdill	87

F1H (2)	
1 Chuck Markos	707
2 Chris Matsuno	280

F1A (3)	
1 Chuck Markos	900
2 Guy Scott	454
3 Lee F. Campbell	243

Super D Gas (4)	
1 Dick Bloomquist	351
2 Jack Marsh	296
3 Don Diggs	240
4 Bill Burgess	120

Big E Rubber (2)	
1 O.C. Stewart	1232
2 Joe Williams	998

Mulvihill (10)	
1 Bill Jackson	780
2 John Cartwright	780
3 Ed Konefes	729
4 Walt Tomasch	540
5 Joe Huettl	476

Moffett (7)	
1 O.C. Stewart	1080
2 Ed Konefes	1060
3 Chuck Markos	993
4 Joe Willimas	695
5 Joe Huettl	455

P-30 (9)	
1 Bill Jackson	492
2 Chris Matsuno	454
3 Frank Heeb	360
4 Jim Jennings	360
5 Joe Huettl	299

OT Rubber (7)	
1 Walt Tomasch	432
2 Joe Huettl	351
3 Ed Konefes	348
4 Stu Cummins	347
5 Joe Williams	300

Jr Rubber (2)

1	Adam Marsh	301
2	Alex Marsh	183

Jr HL Glider (5)

1	Adam Marsh	91
2	Drew Coverdill	72
3	John Mazzocco	66
4	Alex Marsh	65
5	Shane Steinbach	56

Jr P-30 (7)

1	Sam Peters	331
2	Liza Mazzocco	304
3	Adam Marsh	252
4	John Mazzocco	191
5	Alex Marsh	183

Jr Catapult (7)

1	Adam Marsh	183
2	Alex Marsh	129
3	Ryan Seymour	119
4	Sam Peters	109
5	Drew Coverdill	106

Jr ½ A Gas (2)

1	Alex Marsh	351
2	Adam Marsh	252

Jr ½ A NosGas (2)

1	Alex Marsh	311
2	Adam Maarsh	301

Pee Wee 30 (5)

1	Bill Hale	2100 pts
2	Elmer Jordan	1900
3	Kyle Steinbach	1900
4	Gene Bowers	1700
5	Shel Myers	400

Space Rod (4)

1	Bill Hale	323
2	Gene Bowers	319
3	Dick Bloomquist	302
4	Bob Watson	109

020 Replica (7)

1	John Seymour	360
2	Shel Myers	292
3	Elvin Buchele	291
4	Gib Robbins	283
5	Bill Hale	241

Dawn Unlimited (2)

1	O.C. Stewart	297
2	Joe Huettl	234

Nite Gas (3)

1	Joe Mekina	467
2	Norm Poti	315
3	Bob Mattes	193

Nite Rubber (1)

1	Drew Coverdill	98

Nite Glider (11)

1	Joe Mekina	177
2	Bucky Servaites	161
3	Jason Poti	120
4	Bob Coverdill	108
5	Drew Coverdill	104

Friday, N, 5-15, mid 50's. Saturday, NE, 5-15, 60. Sunday, NE, 5-10, close to 70.

CIA Hi-Point Trophies: Gas, Jack Marsh. Rubber, O.C.Stewart. Glider, Tom Jones.

Bob Larsh Perpetual Trophy for hi-time in Junior and Senior Glider, Keith Barnett.

Howlin Engines Perpetual Trophy for high time in ½ A Gas, Gil Morris.

76 Contestants representing 14 states (9 Jr, 4 Sr, and 63 Op) flew 921 official flights during the 3-day event.

Did you get a max? - I suspect you did since there were 406 of them put on the board!

Thanks to all of you for flying this last weekend. Have a "constructive" winter and see ya next year!

The C I A

2001-02 AREA F.F. SCHEDULE

Dec	28-30	48th King Orange International	Palm Bay, FL
Jan	19	CIA Annual Banquet (Cedar Haus)	Shirley, IN
Feb	9	IMAC Annual Banquet (G.T. South's)	Indianapolis, IN
	16	All-Day Indoor Fly (Anderson Airport)	Anderson, IN

The INFORMER

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New Palestine,
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O. C. Stewart

Vice President
Lee Campbell

Sec'y/Treasurer
Meredith Chamberlain

Issue No. 6 - 01

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