CENTRAL INDIANA AEROMODELLERS

INFORMER

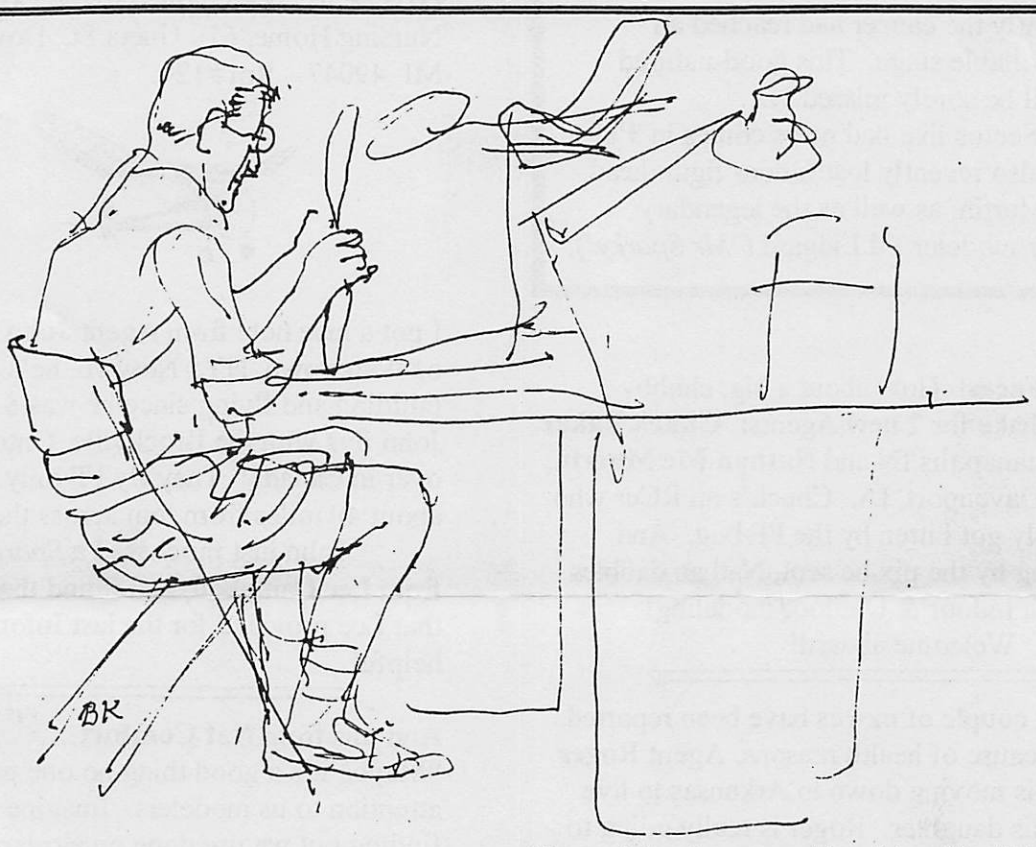
FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Rainy and mild,
with occasional shivers.

==========:

- Editor -
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CIA Annual Banquet – Jan 19, 2002. – by MJW

This year's banquet moved to a new location – the *Cedar Haus*, in Shirley, IN. Agent **Dick Covalt** suggested the place, as it's a familiar part of his old stomping grounds. Although the buffet choices weren't as varied as we'd become used to over at Welliver's, the food quality was excellent!

Phil Sullivan again agreed to take up the Emcee duties. (It's hard to imagine any one else running the show!) But before he could get very far into his patter, the restaurant owner grabbed the mike from Phil and proceeded to upstage him with a barrage of jokes, area history, etc.! Gauging from his delivery style, he must've been a preacher in a former life!

The sequence of banquet events was a bit different this year – no raffle/door prizes, but there were gift packets given out to all the ladies. (One of the Agents said to his wife, "I hope you get an airplane…")

Phil then listed the past year's accomplishments, offering a small tribute to "Bob Perkins and his many interests – Penny; every aspect of free flight; the dogs; his organizing abilities; his being a super listener…" Following Phil's words, Bob spoke a few of his own on the progress of the National Cup project these past few years. Bob mentioned the passing of the scorekeeping torch to Bob Mattes – along with his sleepless nights counting not sheep, but numbers!

Bob also revealed the extremely close outcomes of the various NC categories – many of which were not resolved until the year-ending King Orange Int'l contest results were figured in! And there were 60 participants in the Junior Cup competitions the past season! Good Show!!

(*cont'd p.4*)

It is with great sadness that I must report the death of Agent **Ted Dock**, one of the area's most popular modelers. We were all stunned to learn of his death having just been with him 2 weeks earlier at the CIA banquet! He then seemed well on the road to recovery, following a successful recent surgery to remove a brain tumor! Apparently the cancer had reached an uncontrollable stage. This good-natured man will be sorely missed……

Seems like bad news comes in 3's! We've also recently lost Indoor figurehead "Doc" Martin, as well as the legendary designer/modeler Ed Lidgard (*'Mr Sparky'*).

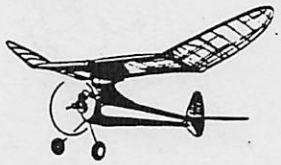
New Faces! How about a big, chubby handshake for 2 new Agents: **Chuck Baker** of Indianapolis IN and **Nathan Mc Murrin**, from Davenport, IA. Chuck's an RCer who recently got bitten by the FF bug. And judging by the pix he sent, Nathan dabbles in both Indoor & Outdoor modeling!

Welcome aboard!

And a couple of moves have been reported.

Because of health reasons, Agent **Roger Lane** is moving down to Arkansas to live with his daughter. Roger is really going to be missed by a lot of people, both in Muncie and in Indy. Always competitive, he constantly made the time to lend a hand to others. To contact him, write him in care of Julie Black, 495 Jimmy Mitchell, Mt. View, Arkansas 92560. (Don't let the razorbacks eat your *Rangers*, Rog!!!)

And Keith Fulmer reports that **Jack Greene** has been moved to the Dowagiac Nursing Home, 610 Uneta St., Dowagiac, MI 49047 – Rm #124.



I got a nice note from Agent **John Morrow**, of Watertown, NY. Now 76, he's been building and flying since he was 8 years old. John flys with the Brockville, Ontario gang, over in Canada! They fly FF only. He lives about 40 miles from 'em across the border.

John just purchased a *Sparky* kit from Lee Campbell, and found the updates that Lee provided for the last Informer pretty helpful.

And this from **Nat Comfort**….
"Maybe it's a good thing no one pays attention to us modelers. Imagine the media finding out we use dope on airplanes, mix nitro and light fuses."

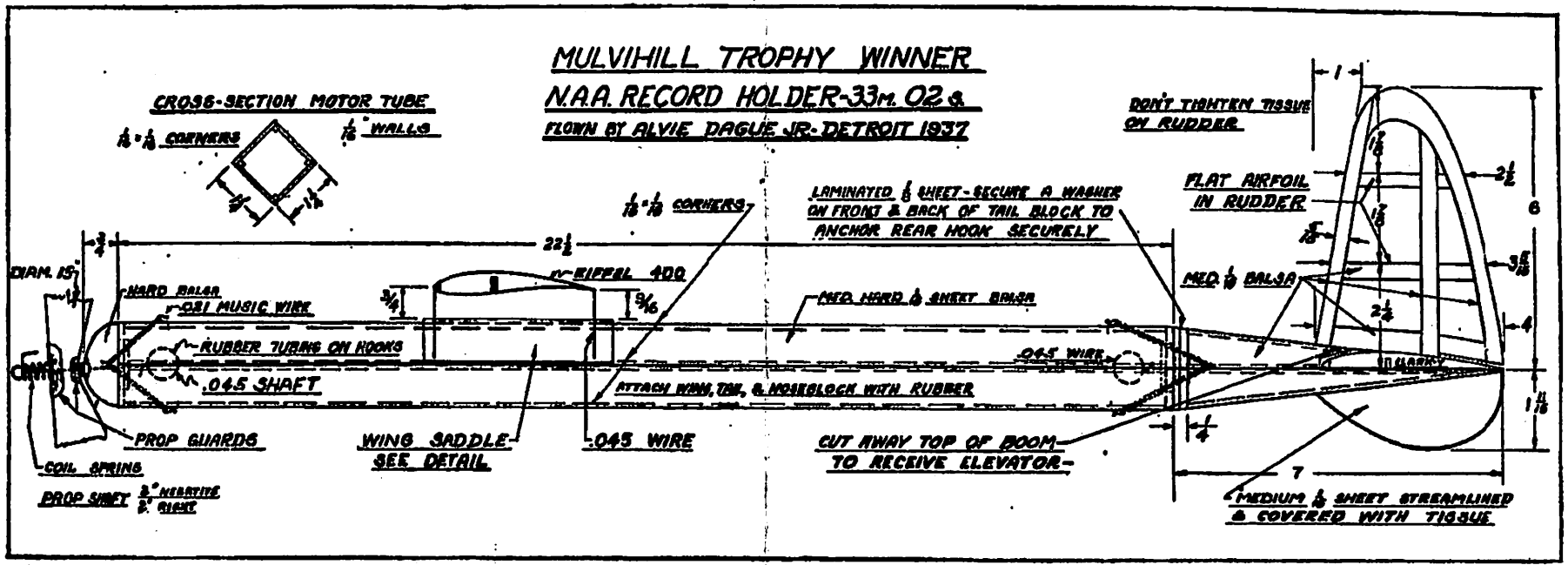


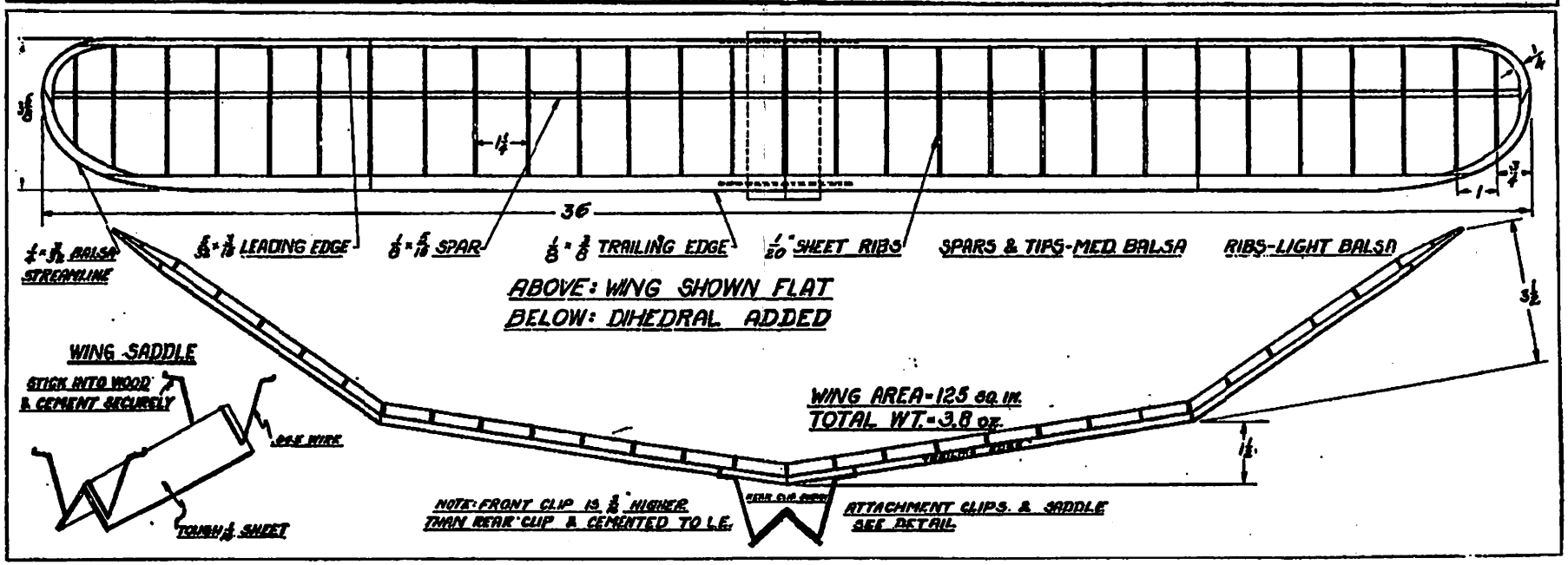
"Come on in fellas, I want you to meet the little woman."

MULVIHILL TROPHY WINNER

N.A.A. RECORD HOLDER-33m. 02s.

FLOWN BY ALVIE DAGUE JR-DETROIT 1937





(*CIA Banquet – cont'd from p.1...*)

Phil then made mention of the past year's medical tribulations of many of our Agents and kin: Marty Hallgarth, Steve Frazier, Jack Greene, Bob Abernathy, Ted Dock, Dick Covalt's dad (Dick recently lost his mother....). Keep them in your prayers.

Now on to the 2001 CIA Category Hi-Point Champs Awards. They were:

Indoor

1	**Jim ('Back to the Salt Mines') Richmond**	140

RUBBER

1	**O.C. ('I live on the Muncie field') Stewart**	230

O.T. GAS

1	**Ted Dock ***	490
2	Bob Edelstein	420
3	Elmer Jordan	320
4	Jack Marsh	50

NosGas

1	**Keith Fulmer**	1270
2	Gene Wicks	310
3	Jack Marsh	210
4	Dick Covalt	200
5	Elmer Jordan	130

Glider

1	**Tom Jones**	450
2	Phil Sullivan	390

CIA Power

1	**Hank Sperzel**	530
2	Gil Morris	390
3	Jack Marsh	360

Hi-Point, Jr/Sr.

1	**Adam Marsh**	420
2	Alex Marsh	300

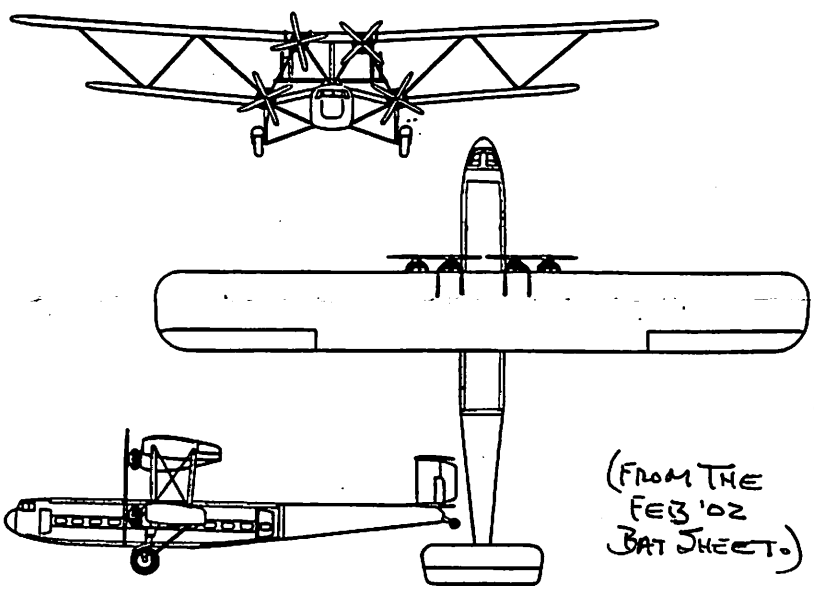
Hi-Point, Open

1	**Keith Fulmer**	1270
2	Jack Marsh	620
3	Bob Edelstein	540
4	Ted Dock *	490
5	Elmer Jordan	450

Now for the Crash & Burn stuff! (*Crash, Embarrassment, Laughter, etc.,...*) Again, this year's pickins' were pretty slim. But the most notable incident by far was provided by **Guy Scott** and his huge, loud, orange *Satellite 1000.* Its' prop blast blew everything out of the nearest flight boxes while coming out of the chute. After about 3 seconds of straight up, it does a 180 and comes straight down – and straight in! Guy sez "it never did ***that*** before!" Gib Robbins chimed in "and it's probably not gonna do ***that*** again!" Guy wins! (Guy is already rebuilding the Satellite.....)

That wraps it up for this year's bash. See y'all again soon! And keep those articles coming for the Informer!! - MJW

(2 weeks after enjoying the banquet with Ted, we were stunned to learn that he had died! The cancer had spread.....)*



Handley –Page H.P. 42E

The Handley–Page H.P. 42 was in service for almost ten years, something of a record in the 1930s, when airplane design was moving at a tremendous clip. Put in service in 1931, the last one was dismantled in 1941. The plane was designed specifically for Imperial Airways and the plane put passenger comfort and safety first. Meals and service were excellent. They were very safe, reliable airplanes. By 1938, the first one put in service had logged over a million miles and carried 95,000 passengers. The all-metal plane was powered by four 550 hp radials, had a cruising speed of 100 mph, a span of 130 ft., and could carry 24 passengers.

But the length of their service life may not be totally laid to their safety and reliability. The story goes that when the head of Imperial Airways was asked by the didn't replace the H.P. 42 on the London to Paris run with a newer plane that could do it in half the time, he replied, "More time for the passengers to drink." Apparently a good portion of the company's profits came from the bar.

National Cup Newsletter Jan 2002
File: nc_2002 _newsletter_01

Although the results are not all in for 2001 it is time to get going on the 2002 National Cup. Major effort so far has centered on getting a decent schedule for early 2002. The schedule is in good shape through March but becomes sketchy after that point. Please provide any contest plans as soon as it becomes available.

Major Rules Changes for 2002.

AMA Rules:

1. In Mulvihill Cat III the first three flights are 2, 3 and 4 minutes with subsequent fly off flights increasing by 1 minute.
2. We now have a Classic Power Cup for the three Classic power events of 1/2A, A/B and C/D. This event is to be flown as per the AMA Power rules in regards to all aspects except that no auto surfaces are allowed and the engine classes have been reduced to 3 (1/2A, A/B and C/D).

NFFS Rules:

1. There is now a National Cup for NOS Rubber, which has NOS Rubber, NOS Wake and NOS Rubber/Wake Combined. You can offer the NOS Rubber and NOS Wake events separately or combined but you cannot offer the individual and combined events at the same contest.

National Cup Rules:

1. Points earned at contests has changed slightly with a few more points for placing at events with a large quantity of fliers and a few less for events with less than 5 fliers.
2. Points can still be earned in each event for each cup at 6 contests but only 2 scores for each event will be counted for any site. It would appear that a bit more travel might be required to do well in the Cup this year. This should also encourage development of new flying sites if such places exist. It also amplifies the need to hold onto the sites we have. By the way the NATS at Muncie is excluded from the 2 scores from any site rule and the 6 score limit.
3. Reporting of contest results to the NC Administrator/Scorekeeper must still be performed within 31 days after the contest. A few CDs have been late to very late complying with this requirement but Bob Perkins has been very gracious in accepting late results. I am not so inclined as many serious National Cup aspirants plan where they are going based on how well their competitors are doing. I will give the CDs a 30 day grace period and you will be completely tired of my harassment during the grace period. Scores after that date will not be accepted. Since this could influence National Cup winners your compliance is required.
4. National Cup events must be flown per the AMA and NFFS rules. Violations will disqualify the scores for those events. Since I cannot personally checkout every contest I will rely on the integrity of the CDs to ensure that the rules are followed. This applies to any changes in an events rules, proposed or not, unless such changes are implemented by the governing body of the rules.

Contest Planning/Reporting

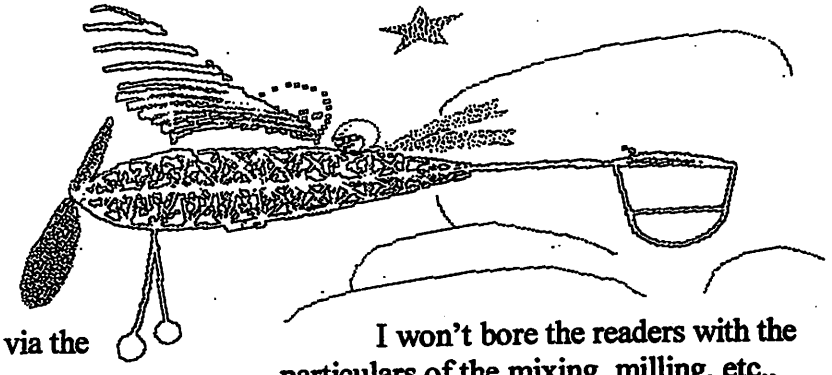
If you are planning a contest and have not contacted Bob Mattes please do so at your earliest. Attached to this email, for those of you receiving this directly, is a copy of the contest list (Release 2a that is slightly updated over that appearing on the NFFS web site). Please take a look at the list and check out the status of your contest. Included are all the NC contests held in

2001. Any contests with a question mark in the status column must still be coordinated with the Cup administrator/scorekeeper. If no coordination occurs before 30 days prior to the contest the contest will be removed from the list. So far we have about 50% of the contests scheduled and to some degree coordinated. I am trying to make this list more useful to those planning their 2002 try at the Cups by listing the events to be held at the contests.

When you send in your AMA sanction applications please have the AMA note in your contest listing that National Cup events will be flown.

On a personal note I really would prefer that all correspondence relative to the Cup be performed via email. Phone calls are ok for coordination before the contest or to request forms/data but not for reporting contest results. There is a pre contest info form for the planning stage and a report form for the post contest phase. Both are new/revised for 2002 and are available from the NFFS web site. I will also gladly email the forms to you or Fax them for those not with the computer age.

Bob Mattes
190 Hunters Pointe Dr
St. Charles, MO 63304
636-447-9580
Fax 253-981-9693
rmattes@wans.net



And a bit of Tan II rubber tidbits via the *MaxOut* – per John Clapp.....

Turns out that the trial batch of Tan II at the new factory location was a very good product! But the output of the first run was quite small, with most of the rubber being scrapped during the run.

Seems that the problem was a dimensional thing, rather than a polymer chemistry or curing one. A new trial batch is scheduled for delivery February 27, for testing by March 4th. But the factory has asked that we consider changing the thickness from the standard 0.042" to 0.030". The factory seems to think that they can do a better job producing Tan II in this thinner section.

And here are some excerpts from a rubber article from the latest *El Torbellino* newsletter. Apparently S.L.I.M. editor Carl Bakay had made a tour of the Alliance Rubber Products plant, down in Hot Springs Arkansas. Alliance produces the world's best rubber bands using an extruded tube process (looks like an infinitely long garden hose), then slicing & dicing this continuous tube into the bands.

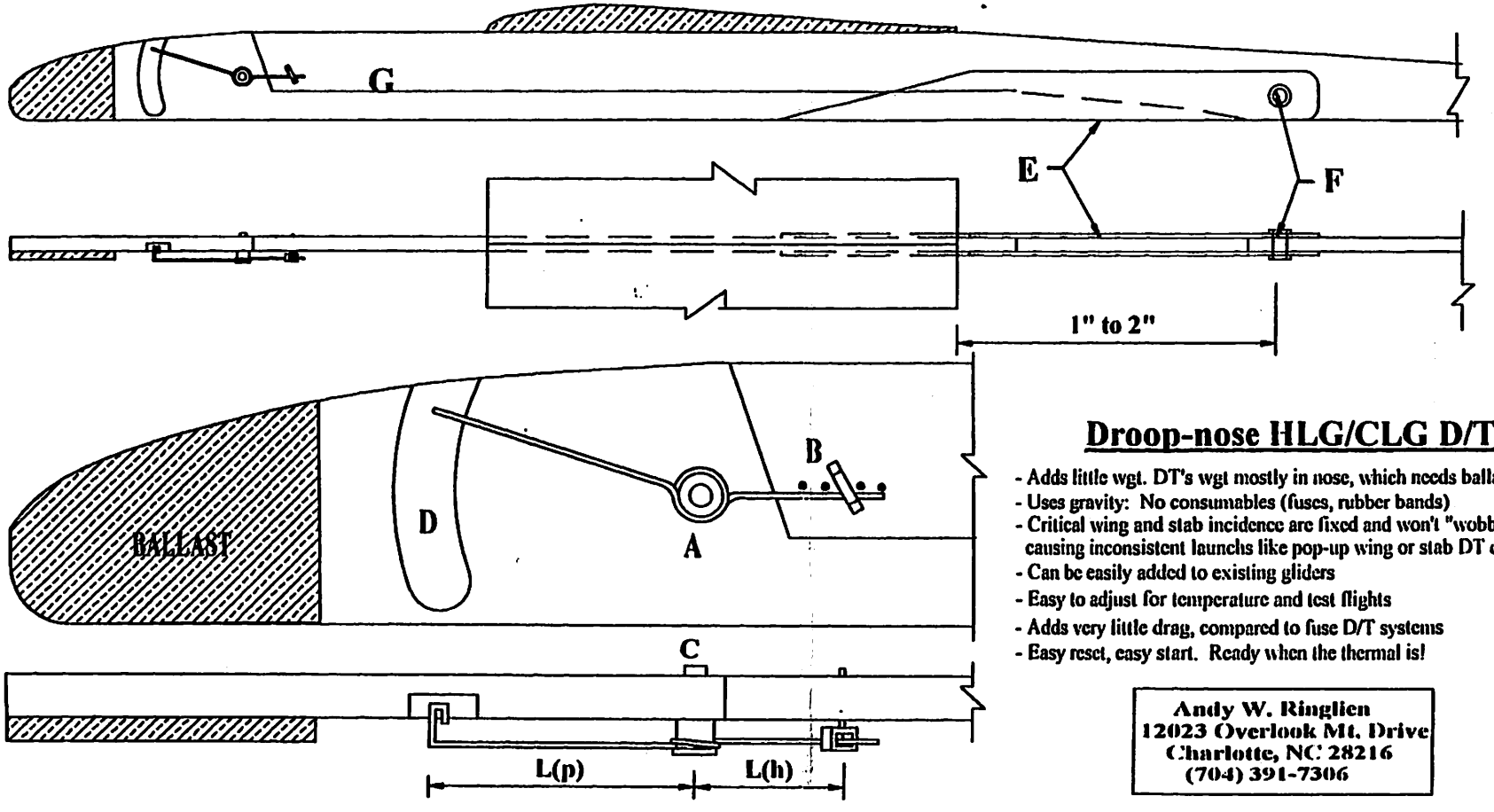
I won't bore the readers with the particulars of the mixing, milling, etc., processes involved – but one of the keys to good, high energy product rubber is the avoidance of any fillers, and the resultant extra chemicals needed to integrate these fillers into the batch. (Fillers are a common part of commercial band-type rubber, as it cheapens the mix by making it go farther.)

Anyway, the company founder's son Richard became fascinated with the high-energy samples of Tan II, Pirelli, etc. motor samples that Carl brought along. He then gave Carl samples of "Pale Gold Crepe" (their best, with least filler) and "Red Crepe" tube (their 2nd best product), for Carl to test. The tubes could be slit into strips of any width needed.

Richard invited Carl to take the samples home and test them, and let him know about the results! He said he would be eager to work with Carl on compounding test batches – because in helping the modeling community, he would be meeting his own goal of making a better band.

How 'bout that!! I'll keep y'all posted on their progress in future issues of the Informer.

FROM THE JAN/FEB 2002 THUMBPRINTS ED-DAVE MILLS.



Droop-nose HLG/CLG D/T

- Adds little wgt. DT's wgt mostly in nose, which needs ballast anyway
- Uses gravity: No consumables (fuses, rubber bands)
- Critical wing and stab incidence are fixed and won't "wobble" causing inconsistent launchs like pop-up wing or stab DT designs
- Can be easily added to existing gliders
- Easy to adjust for temperature and test flights
- Adds very little drag, compared to fuse D/T systems
- Easy reset, easy start. Ready when the thermal is!

Andy W. Ringlien
12023 Overlook Mt. Drive
Charlotte, NC 28216
(704) 391-7306

7.

A: 1/32" diam. m/w. 1 wrap around 3/32" O.D. brass tube that is 3/32" long. Silver solder. Double-up silly-putty plunger end to give more surface area as shown (Slows timer down). Leave hanger end long until final assembly. Using an L(p) of 0.5" to 0.7", allows good positioning of "B" for 2 minute D/T.

B: Hanging nose retainer hoop/staple - Bend loop in 0.020" diam. m/w or use "staple" set at angle shown. Have several positions for "B" to adjust for temperature. Move "B" towards nose (decrease L(h)) for longer(slower) timer run

C: Bearing mount for "A". 1/16" diam. brass tube with "washer head" for part "A" retention. Thread or glue into fuselage or retain on oppostie side with removable clip. (I allow "C" to stick out 3/32" to 1/8" and press on sleeve of wire insulation)

D: Silly putty slot. Needs to be at least 3/32" deep. If your rotating parts and retainers are a little sloppy, a hard launch could disengage the plunger from silly putty if too shallow. If using 1/8" fuselage (and you crash often!) build up slot edge (instead of burrowing all 3/32") to create depth and keep nose strength.

E: 1/32" plywood siding that stradles fuselage (slightly loose fit) to provide pivot and keep nose aligned while drooping.

F: Pivot for drooping nose motion. Position pivot as close to wing T.E as comfortable for throwing finger. This keeps weight of saddle and pivot near C.G and it weakens fuselage less. Placing the pivot at 1" to 2" aft of wing T.E. provides plenty of C.G shift when DT'd to bring the model down. The pivot can even be placed under the wing, if you're worried about weakened fuselage strength for crashes.

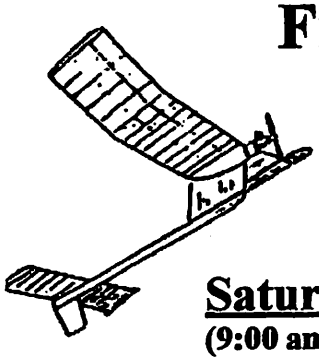
G: The cut line of droop nose from fixed fuselage.

2002 FREE FLIGHT SCHEDULE

Underlined and Italicized denote finalized date(s).

April 5, 6, 7	*Toledo Trade Show*	Toledo, OH
April 27-28	*Eastern Free Flight Champs* (Joe Wagner, JwagnerF1C@aol.com)	Higgs Farm, MD
May 18-19	*FFAMS Contest* (O.C. Stewart, 765-288-0071)	AMA Site
May 18-19	Skyscraper International Challenge (Dave Acton, 914-948-4234)	Wawayanda, NY
May 29-June 2	*USIC/AMA Indoor National Championships* (Abram Van Dover 757-877-2830)	Johnson City, TN
June 1-2	*CIA OT/Nostalgia Gas FF Contest* (Gib Robbins, 765-644-2046)	AMA Site
June 3-4	*CIA National Cup Challenge* (Bob Mattes rmattes@wans.net)	AMA Site
June 7-9	*AMA Grand Event*	AMA Site
June 15-16	Kansas City, MO Contest	
June 22-23	*Inter-City FAI/NOS/AMA Contest* (Bob Bienenstein, 313-382-8180)	AMA Site
June 28, 29, 30	*NOFFA FF Contest* (Charles Jones, charlesj@us.ibm.com)	AMA Site
July 17-21	FAC NATS	Genesceo
Aug. 5 - 9	*USOC/AMA National Championships* (Charles Markos)	AMA Site
Aug. 16, 17, 18	Empire State FF Championships (John Carls, 814-362-7789)	Geneseo, NY
Aug. 24-25	*Aeronuts Midwestern States FF Championships and FAI Invit.* (Charles Markos,)	AMA Site
Aug. 26 - 30	*SAM CHAMPS* (Bob Binenstein 313-382-8180)	AMA Site
Aug.31-Sep 1	*COFFC Contest* (Larry Willis 614-745-5314)	AMA Site
Sept. 7 - 8	*Flying Aces Midwest Nats* (Lin Reichel, 814-833-0314)	AMA Site
Sept. 21-24	*FAI Team Selection Finals*	Palm Bay
Sept. 27, 28, 29	*C.I.A. Regional FF Championships* (P. Sullivan, ciasilk@aol.com) All National Cup Events, including Junior National Cup	AMA Site
Oct. 5-6	Tri-Country Aero Contest (Frank Roales)	Lawrenceville, IL
Dec. 29-31	King Orange International	Palm Bay, FL

Revised 2-11-02



Free Flight AeroModeler's Society

Annual Free Flight Contest

AMA National Flying Site - Muncie, Indiana
AMA Sanctioned - Category III

May 18-19, 2002

The famous FFAMS meet has remained on 2002 Muncie free flight schedule, thanks to O.C. Stewart and Chuck Markos for stepping in and providing CD support!

Thanks!

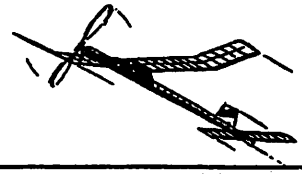
Saturday
(9:00 am to 5:00 pm local time)

Hand Launched Glider (J)(SO)
A Gas (JSO)
BCD Gas (JSO)
1/2 A Nostalgia (JSO)
BC Nostalgia (JSO)
ABC OT Fuselage (JSO)
OT Rubber Stick combined (JSO)
Nostalgia Rubber/Wake (JSO)
F1G (JSO)
F1J (JSO)

Sunday
(8:00 am to 4:00 pm local time)

Catapult Glider (J) (SO)
1/2 A Gas (J) (SO)
Classic Power (all sizes combined) (JSO)
P-30 (J)(SO)
A Nostalgia (JSO)
ABC OT Pylon (JSO)
OT Rubber Fuselage combined (JSO)
Moffett (JSO)
OT Sparky Rubber (JSO)*
F1H (JSO)

Entry Fees: **Open $10 (includes all events) Juniors & Seniors FREE.**



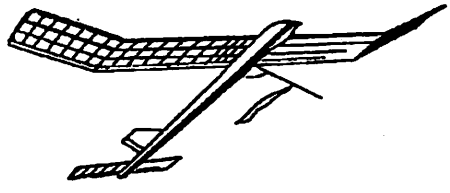
Awards: **Plaques for FIRST.**
Certificates through THIRD. Plus merchandise awards!

AMA or MAAC membership required. Youth memberships available for Junior and Seniors for $1.0

Event Rules: **Current AMA, NFFS Nostalgia and SAM Old Time rules apply.**
***OT Sparky Event has special rules, contact CD.**

F1G, F1H, F1J will be flown in rounds. Five 1 and 1/2 hour rounds beginning at 9:00. Each round to start on the hour with 1/2 hour overlap. Flyoffs if necessary to begin at 3:00 pm

America's Cup Meet
for the FAI
Mini - Events
F1G, F1J, F1H



National Cup Meet
with events for the following
5 National Cups:
AMA Power
AMA Rubber
AMA Glider
NFFS Nostalgia
NFFS Nostalgia Rubber
and the Junior National Cup

O.C. Stewart (AMA and Nostalgia Contest Director)

4308 E. Maple Manor Pkwy, Muncie, IN 47302
phone: 765-288-0071

Chuck Markos (FAI Mini-Events Contest Director)

655 Carlisle Ave, Deerfield, IL 60015
phone: 847-945-9225
email: cmarkf1@aol.com

Central Indiana Aeromodellers

23rd Annual

OLD TIMER
NOSTALGIA GAS
CLASSIC POWER
Regional Free Flight Champs

AMA Field, Muncie, Ind.- June 1st & 2nd 2002

Sat June 1st (9-5) EST

I/4A Nos Gas
B Nos Gas
A/B Fuselage OT Gas
Early I/2A Nos Gas
C/D Classic Power
OT Gas (Glow) Pylon/ Fuselage
Small OT Rubber Stick
I/2A Classic Power
Jimmie Allan Rubber
Large OT Rubber Fuselage

Sun June 2nd (8-4) EST

I/2A Nos Gas (Jr) (Sr/Op)
C Nos Gas
A/B Pylon OT Gas
C Pylon/ Fuse OT Gas
A Nos Gas
Small OT Rubber Fuselage
Large OT Rubber Stick
.020 Replica
A/B Classic Power
OT HLG

National Cup Competition for Nostalgia Gas & Classic Power

(AWARDS) thru 3rd place in all events
(ENTRY FEE) $10 first event $15 lets you fly everything JR/SR FREE
(OLD TIMER) Sam rules except approved ignition engines only. No converts. Glow or Diesels
(NOSTALGIA GAS) NFFS Rules. 9 sec. engine runs Flyoffs are 6,6,6,6, etc.
(OLD TIMER GLOW) Any old timer model with any nostalgia legal engine (Nostalgia Rules)
(EXCEPTIONS) NO WEIGHT RULE and NO SCALING ALLOWED
(CLASSIC POWER) AMA RULES

CD: Gib Robbins, 1507 Patterson St, Anderson, Ind. 46012 (765) 644 2046
Alternate CD: Merideth Chamberlain 5810 S. Madison Av., (765) 643 1885

CIA Point Claim Sheet

Meredith Chamberlain, 5810 S Madison Ave, Anderson, IN 46013
Or send to CIA website, www.members.aol.com/ciaffclub/cia.htm
Deadline, December 31, 2002

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

2002 President
Lee Campbell

Vice President
O.C. Stewart

Sec'y/Treasurer
Meredith Chamberlain

Issue No. 1 - 02

4403441476 01

2002 AREA F.F. SCHEDULE

Apr	5-6,7	Toledo Trade Show	Toledo, OH
	27-28	Eastern FF Champs	Higgs Farm, MD
May	18-19	FFAMS Contest	AMA Site
	18-19	Skyscraper Int'l Challenge	Waywayanda, NY
	29-Jun2	USIC/AMA Indoor NATS	Johnson City, TN
Jun	1-2	CIA OT/NoGas FF Contest	AMA Site
	3-4	CIA National Cup Challenge	AMA site
	7-9	AMA Grand Event	AMA Site
	15-16	FF Contest	KS City, MO
	22-23	Inter-City FAI/NOS/AMA Contest	AMA Site
	28-30	NOFFA FF Contest	AMA Site
Jul	17-21	FAC NATS	Genesee, NY
Aug	5-9	USOC/AMA NATS	AMA Site
	16-18	Empire State FF Champs	Genesee, NY
	24-25	Aeronuts Midwestern Sts FF Champs	AMA Site
	26-30	SAM Champs	AMA Site
	31-Sep1	COFFC FF Contest	AMA Site
Sep	7-8	Flying Aces Midwest NATS	AMA Site
	21-24	FAI Team Selection Finals	Palm Bay, FL
	27-29	CIA Regional FF Champs	AMA Site
Oct	5-6	Tri-County Aero contest	Lawrenceville, IL
Dec	29-31	King Orange, International	Palm Bay, Fl