CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Do business when wind is NW, and barometer high!

==========:

- Editor -
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How 'bout a bit of modeling history?

I thought that many of our readership might be interested in this bit of our FF roots. The following is a letter from "Unca' **Carl**" **Fries** to Agent **Bill Barr**, circa 1988. (Carl sent me a copy of this letter shortly before he died.) And many of the principals mentioned below are no longer with us....

"*Dear Bill*: ...didn't know that you were interested in modeling history (re. the letter to Klipp for the Turbulator). I can fill you in on everything that happened both here and in the Chicago area between 1925 and 1987. The truth of the matter is that I ***lived*** it! I don't get my information from reading somebody else's narration in an archive book, and then re-writing it for the general public." (Jeez. I hope he isn't talkin' about me – *ed.*)

"Another guy still living – two, in fact - is Don Lockwood (IMAC) and Bill Noonan. If you don't know them, then you are not an Old Timer! My definition of an old timer is pre-1930, not pre-1940. And, better put (I'm telling Taibi), it should be defined ***Old-Old-Timer***, USA!"

"As to Christy McGrath.... He was a constant visitor to our home (weekends, after he closed his 'one-horse' model supply store), slept in my bedroom, and did partake of my mother's generous meals (1929 thu 1934). Others did, too – but in ***some*** of the modelers' homes the parents were "tight-asses". Didn't even hand out a lemonade to

(cont'd, p.4)

I hope Gil will forgive me for the omission of this material he sent to the Informer about 1 year ago! (It doesn't pay to put material aside. It gets buried & forgotten!)

FAI RAMBLINGS

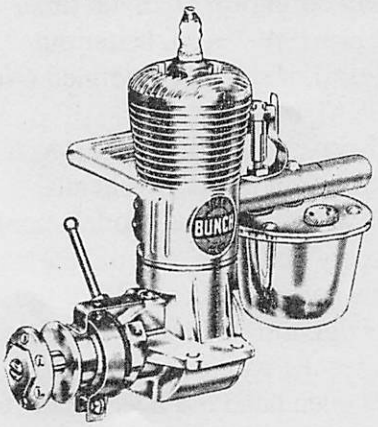
The MaxMen 14 Rounder at Lost Hills, CA in February was, as usual, a great event with 220 entries, about one-third of them from foreign countries. The mini events were flown on Friday and the big ones on Saturday and Sunday with the Americas Cup Awards Banquet Saturday night. There must have been 250 at the banquet. The weather was cooler than usual but the winds fairly calm and the rains held off, but barely. A real cross-section of models: from nostalgia-type to the latest word. But, by far most were of the cutting edge sort. Differences among these were subtle – airfoils, mechanisms, materials and methods of construction.

I was most interested in Evgeny Verbitsky's geared model. He and Kenny Happersett along with Randy Archer were flying geared models – all of Verbitsky origin. As I understand it, these models have a mechanism that changes wing incidence half way up to compensate for over-the-top at the high velocity end of the climb. So I'm told, Randy's mechanism got stuck and the model glided down rapidly with less than normal wing incidence. EV had engine trouble in a number of rounds. Once he shut down and smoke poured out. I think he put that one back in the "for-sale" box. But he and Kenny made it to the flyoff along with a dozen others. However, the two of them were the only ones to make the 7-min. max. Doug Joyce stood far back and said the gear models got a lot higher than the rest of us – 50 to 100 feet. Kenny won by default in the 9 minute round – EV couldn't get his engine going. Kenny's went out of sight.

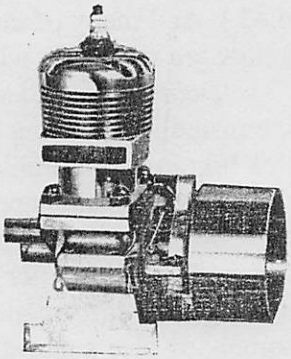
I ordered one of these reductor engines, $800 with two props, but time will tell if I actually take delivery because EV is trying to sell these with complete airplanes, or at least, front end assemblies – pylon, mechanism and all. Rumor has it that Henry Nelson will market one within a year for $500.

I always come back from this contest with a determination to improve my design by a few seconds. This time I'm changing airfoil that means I've got to make new wing fixtures to form the undercamber. These forms are like concrete, made from Ultra Cal 30. I'm one of the few still building wings the old fashion way – with aluminum foil skin. I need it because the skin also doubles as the flap hinge.

FAI rules are to be locked-up for four years starting the first of next year. At least one party is urging Dave Brown to call for an emergency meeting of the CIAM to outlaw the gear unit. I don't see this happening. We're going to see the reductor, but I'm not sure that it will prevail. Questions of reliability remain. The slower but larger prop should give a 15 to 20% advantage. But improvement in our simpler models just might enable them to keep pace. My feeling is, it will.

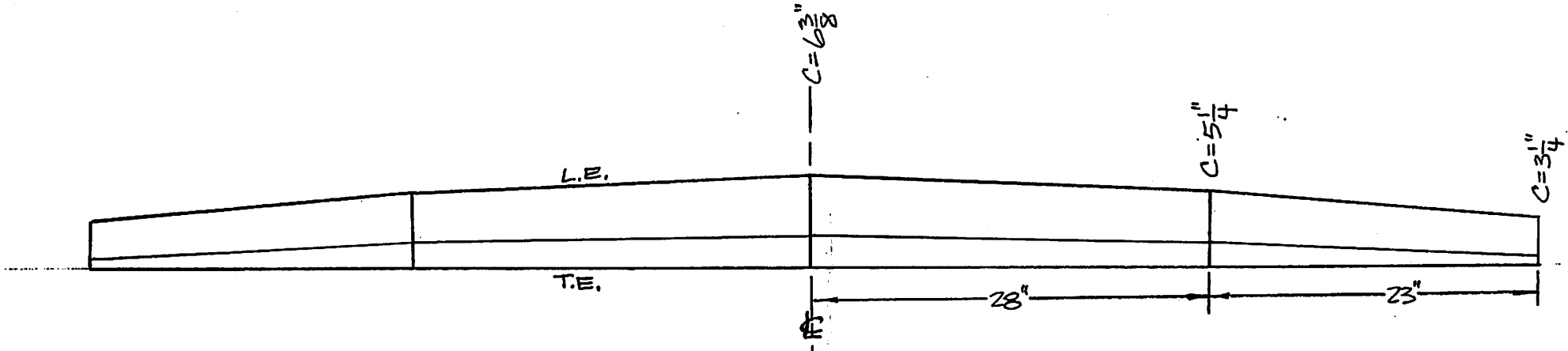


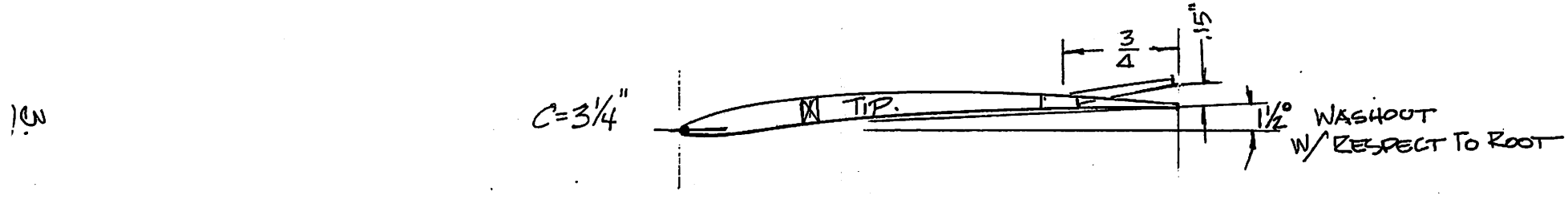
TIGER AERO

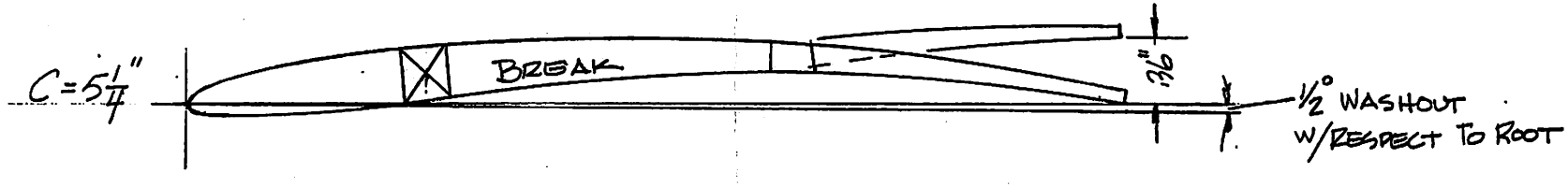


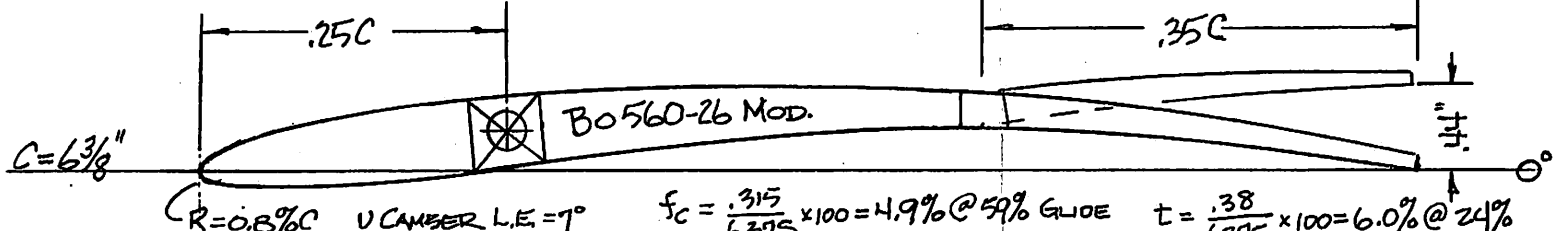
HORNET

O. W. Morris
3/8/01









R=0.8%C U CAMBER L.E. =7°
" " T.E. =8°

$f_c = \frac{.315}{6.375} \times 100 = 4.9\%$ @ 59% GLIDE

$f_c = \frac{.10}{6.375} \times 100 = 1.5\%$ @ 33% POWER

$t = \frac{.38}{6.375} \times 100 = 6.0\%$ @ 24%

D.O. Morris
3/7/01

(*modeling history, cont'd from p.1...*)
a thirsty modeler."

"Understand, I only associated with ***Contest Modelers***! To this day, I will not walk 100 ft. to watch an RC Sport flyer do his thing, or to associate with anyone whom is not a ***Contest Modeler***! These are the very people who've contributed to the downward plunge of FF, as we know it! Pray for their ***demise***, Bill!"

"I met an RC'er midfield this summer (he was about 19-20) and as I picked up my FF B ship he said, "Oh. That's a *GLIDER*, isn't it?" That's what RC teaches to budding modelers! They have lost ten skilled (would be) human fingers!"

"Christy McGrath was a bachelor all his life. Never once had a good job, and was always penniless. I guess that's why my dad leaned toward helping him out. We transported him to the SFB contests – in E. St. Louis, IL. He was always so grateful to me and my father. He lived with his widowed mother on Jefferson Ave, near Market Street, in an old falling-down house. It's a terrible neighborhood, even today – with mostly vacant and open lots."

"I had a few suppers with Christy before I got wise to the fact that he really sacrificed to do that for me. Sad."

"Christy entered contests for the fun of it. Seldom did he win anything. But he was a wise teacher of modeling. Quite the technician – and of course, patient with newcomers. I was with Christy on his very first train ride (my Dad did buy both rd. trip fares – St. Louis to Chicago) – reason, Joe Lucas (famous Chicago flyer) invited us for a weekend – to celebrate my **World Record Duration Flight**!" (*But that's another story - ed.*)

"Unlike today's practice of honoring the "greats" on a one-time basis, it was an outstanding honor to have the great Joe Lucas invite Christy and me to his apartment (about 1931). Joe was one of the charter members of the IMAC, which originated around 1914/1915 (maybe a few years before that?). Maybe Lockwood can give an exact date."

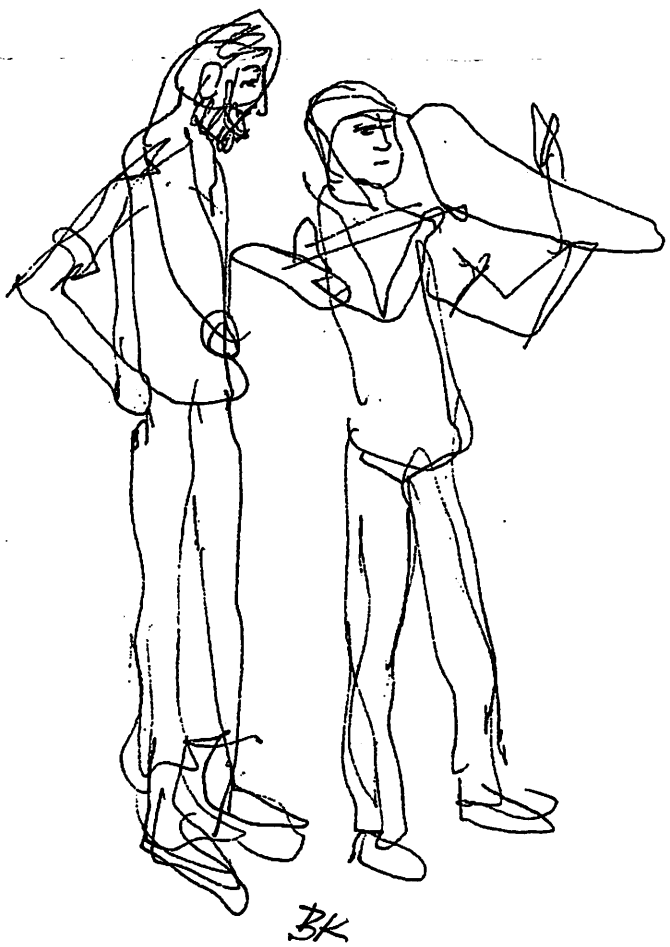
"Incidentally, Bill Noonan (Milwaukee) is doing another version of my World Record Twin Pusher, from a small drawing that Joe Lucas made many years ago. Seems that Joe Lucas' son found this drawing and brought it to the "Big 75th" anniversary dinner of the IMAC's in Chicago a couple years ago."

"Incidentally, Klipp was 1 year old - I think - in 1930. Matsuno was not born yet. (*either was I! ed.*) And Veselsky was 7 years old."

"Stix, Baer, Fuller Model Airplane Club (St. Louis, MO) was formed in 1930. *Had 500 members*!!"

"Regards, Carl....."

(If Informer readers like this kind of look-back article, please let me know! I've got more...) - MJW



Our area Free Flight community was dealt a huge blow with the recent losses of Agents **Roger Lane** and **Steve Frazier**!

I first met Roger back in 1982 when a group of us modelers started an Indoor FF club, the *Indianapolis Free Flight Fellowship*. We'd been in touch ever since, hooking up at the meetings for two different FF clubs, not to mention the many contests we attended. Roger always bent over backwards to help others, especially the kids - volunteering to partake in the many build 'n fly sessions for youngsters in the Indianapolis area.

I fondly recall a recent Muncie contest where Rog volunteered to retrieve my P-30, using his chase bike. (Time was running out for me, since I was chasing on foot.) Thanks to his effort, I managed to beat him out of 1st place by 2 seconds! What a guy!!

My acquaintance with Steve didn't happen until about 1992, when this enthusiastic guy started attending CIA meetings. In the beginning, his attendance was somewhat spotty – as he was working the night trick at Navistar.

Steve was always at the forefront of 'where it's at' when it came to engines. But it took a little while longer for his airframes to catch up! The crashes gradually subsided to the point where Steve was awarded the CIA "*Rookie Of The Year*" as he started placing, then winning various power events!

About 2 years ago, Steve discovered the computer – and was a super-quick study. He rapidly surpassed the rest of us (who make our livings, using 'em!), in his quest to have the latest, greatest and fastest equipment. Over the past year, I'd get weekly calls from Steve about his latest upgrade for "the workstation"!

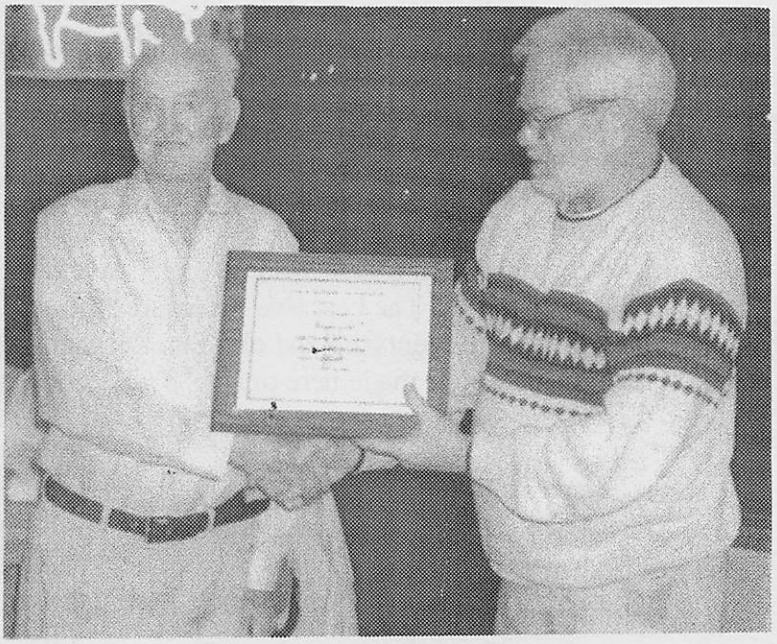
Steve was on the mend from recent chemo and radiation therapy for a tumor outside his lungs. Things were looking good for him. He then succumbed to pneumonia! It's not fair…

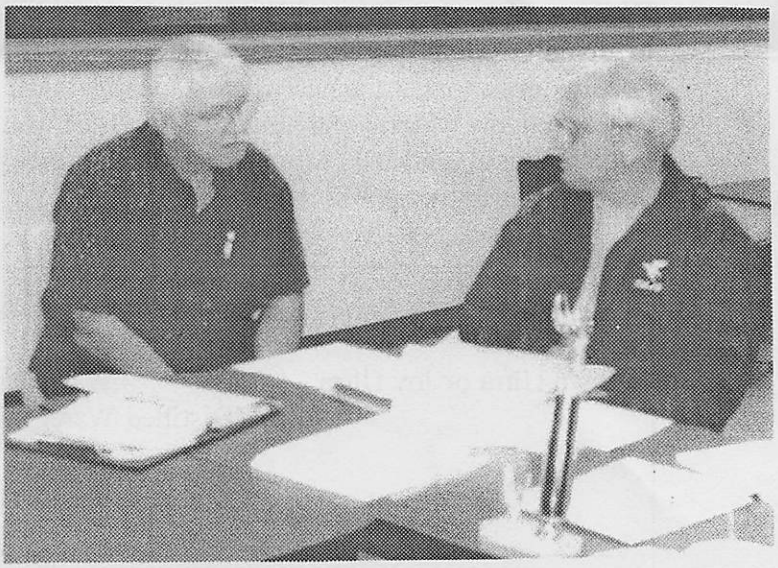
Roger W. Lane, 80

CHESTERFIELD – Roger W. Lane, 80, died Wednesday, February 20, 2002, in Ball Memorial Hospital, Muncie, after a long illness.

He was a master retired tool and die maker for Aircom and was a member of Central Indiana Aeromodellers.

Survivors: a daughter, Julie Black (husband: Don); a son, Matthew Lane (wife: Cathy); stepdaughter Karen Lewis (husband: Jim); a sister, Biddy Blakely; six grandchildren, and three great-grandchildren.





Steven R. Frazier

Steven R. Frazier, 58, of Greenfield died April 11, 2002 at Hancock Memorial Hospital, in Greenfield.

Born July 25, 1943, in Indianapolis, he was the son of Richard E. and Dorothy (Terrell) Frazier.

He was employed as a machine operator at Navistar in Indianapolis for 30 years. He was a member and past president of Central Indiana Aeronautics Club and Greenfield Moose Lodge, and was a 1961 graduate of Greenfield HS.

Survivors include his wife Judy (Cooney) Frazier; mother of sons Steven E. and Michael Frazier, both of Greenfield; daughters Stephanie M. Mitchell of Greenfield and Julie C. Stover of McCordsville; brother Donald Frazier of Greenfield; nine grandchildren; and one great-grandchild.

Memorial contributions may be made to the American Cancer Society.

I don't know where this article originated, but it's got Charlie Sotich written all over it! (But please correct me, if I'm wrong!)

bubble solutions....

I like to make my own bubble solution! Although the commercial solutions made by Tootsietoy (Mr. Bubbles), Imperial and Pustifix may be fine for general use, really big bubbles require lots of solution, which can get quite expensive.

Detergents: During my world travels, I have tried hundreds of soaps and detergents as a basis for my mixtures. The best I've found are Joy and Dawn detergents, made in the USA. Ivory and Palmolive determents are just ok. Since climate and other conditions vary widely, you must use recommendations made here only as a guide. You need to experiment to get the perfect mixture for your use.

Additives: When I need to make really colorful, sturdy bubbles, I add glycerine to the mix. Glycerine is available at most drug stores, but be forewarned, it is expensive! Glycerine sold in rose water or other solutions is pretty much worthless. a must more practical and less expensive additive is white Karo Syrup, which is available at the grocery store.

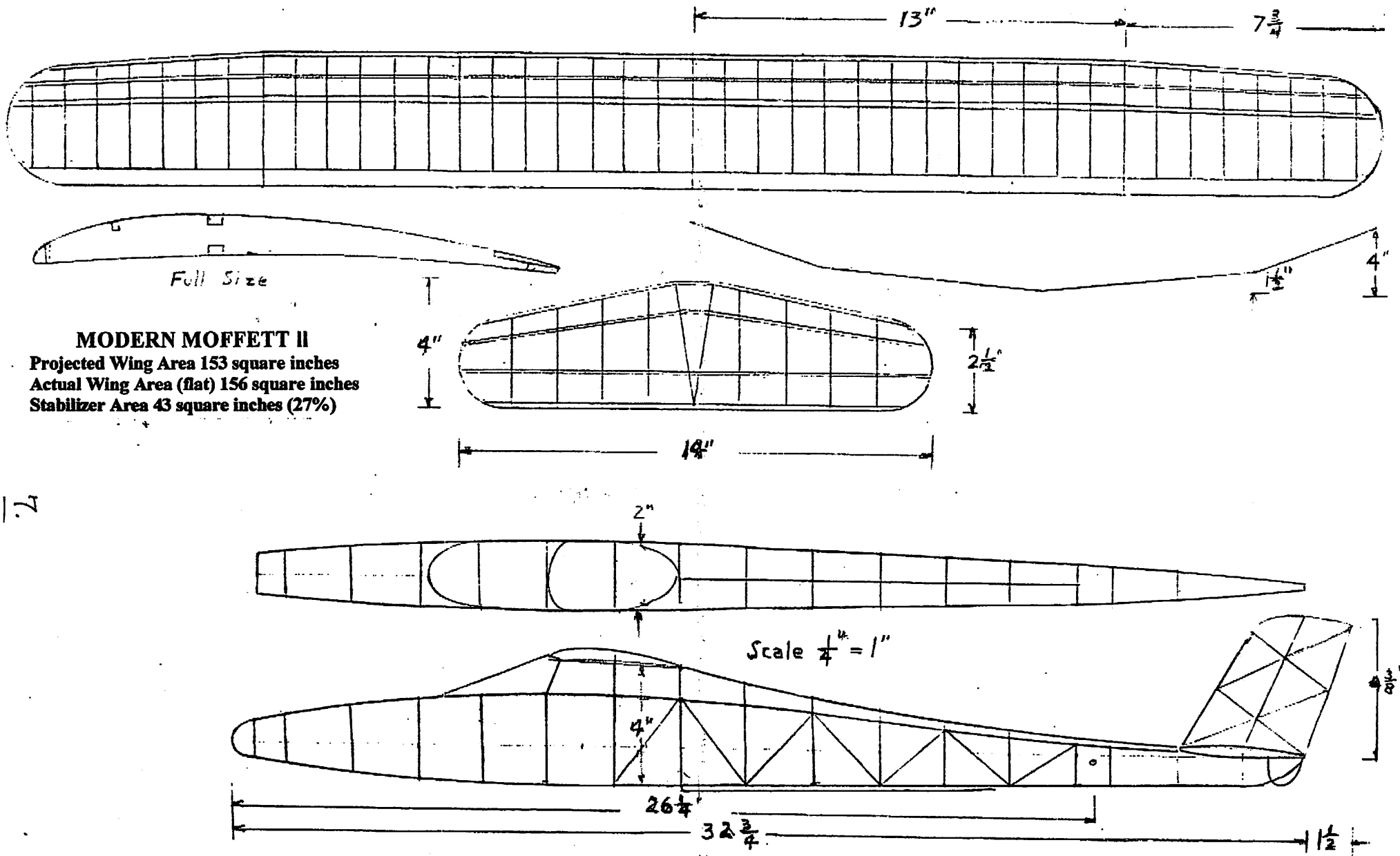
Water: Water, a key ingredient, varies widely in its quality. One bubble solution manufacturer I know ships huge containers of water from the USA to its mixing plant in China where water quality doesn't meet the necessary standards. Soft water is good for bubbles. Hard water, well water, and any water containing high levels of iron is bad for bubbles. To get the best mixture try using distilled water, which is available at the grocery store. The tap water where I live is good so I usually use it in my mixtures.

Bubble Formula #1

Dawn Ultra or Joy Ultra	Water (Distilled Water Works Best)	Glycerine or White Karo Syrup (Optional)
1 Part	10 Parts	.25 Parts

Bubble Formula #2

Regular Dawn or Joy	Water (Distilled Water Works Best)	Glycerine or White Karo Syrup (Optional)
1 Part	10 Parts	.25 Parts



MODERN MOFFETT II

Projected Wing Area 153 square inches
Actual Wing Area (flat) 156 square inches
Stabilizer Area 43 square inches (27%)

Maximum allowable AMA rules 202 square inches projected
Weight of airframe and propeller empty weight 50 grams per 100 sq.in. projected wing area
Rubber weight –no limit
Modern Moffett II uses 10 strands of 3/16 inch Tan –28 inch loop.
Propeller 18 inch diameter, 20 inch pitch, John Morrill Hub
Stabilizer and fin use 7% symmetrical airfoil
Overall Length 34.25 inches, Cross-Section 8 square inches (rule requires 7.8 minimum)
Model climbs Right—Glides Left

Ed Konefes 05/2001

Designed and Drawn by Ed Konefes, IMAC

This article was borrowed from the #8/98 issue of the ***Max-Out***; R. Pangell, editor. I thought it would be appropriate - considering that many area contests this season will include the A-1 'special event' that features *Lil' Dip*, *Jetstream*, etc....

GUIDELINES FOR TOW LINE GLIDER DEP'T

This is really a response to a request from about eight people semi-knowledgeable about gliders to put some parameters in the newsletter about the setting up and flying a simple tow-liner. The result is the following inputs from a myriad of sources which I will not list.

Assuming that you build flat and straight, the most fundamental thing is where you put the CG and the tow hook on a glider. I asked everyone I could think of and put in my own knowledge learned back when I used to fly with *the Minneapolis Model Airplane Club* when I was a lad. This is not rocket science, but is basic.

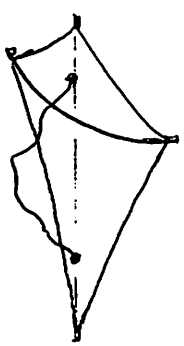
- The CG is usually located about 50-55% from the leading edge for conventional glider designs. What this means is copy the plan and use it's recommendation. The CG has a lot of influence parameters like aspect ratio, decalage, and such, but this is a good place to start.

Obviously, the flight of the airplane is the best indicator. Trimming the ship to glide is the goal so hand gliding gets you half way to the goal line. There is a problem if you are not experienced in getting the glider up to a reasonable height to really see it glide, so towing seems to be a reasonable approach.

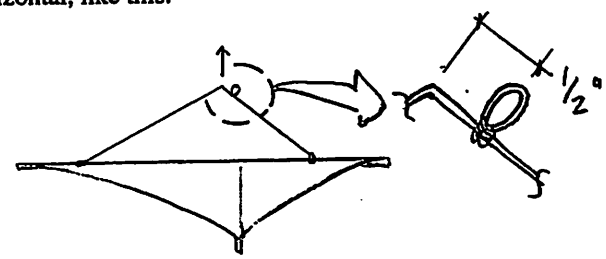
- To reasonably tow a glider, the tow hook location must be in a good spot relative to the CG.

There is a rule of thumb which I have used over the years which works, at least for straight tow. It was explained to me by **Hugh Langevin** when I was about 15 years old. A good starting point to locate the tow hook point is about 1/2 inch ahead of the static CG. To get this, hang the airplane upside down by the tow hook. Move the tow hook back and forth until the plane balances level. Note the location and then fix the tow hook ½ inch ahead of that point. Towing the glider at that point is usually safe.

A little comparative explanation, at least the way **Hugh** explained it. Tow line flying is easily demonstrated by a basic kite. When you string a kite, you tie a support string to the vertical stick near the top and bottom. This looks like this:



This allows a top and bottom tie point to be reaction points on the kite. There is a direct relation to where you tie the flying kite string on this support string. Do a similar thing to setting up the tow hook location to set up where you tie the flying string. Hang the kite from the support string until it hangs level, or horizontal, like this:



Tie the flying string about ½ inch ahead of this point (use a looped overhand knot). You will find that this works fine.

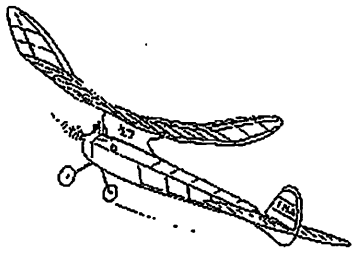
Why did we do this? Well, have you ever noticed a kite wagging back and forth? This is an indication that the tow point is too far forward. Did it spin on you? That is an indication that the tow point is too far aft. The wrong tie point and no amount of tail will correct it. I used to win all of the kite flying contests when I was in scouts with this approach.

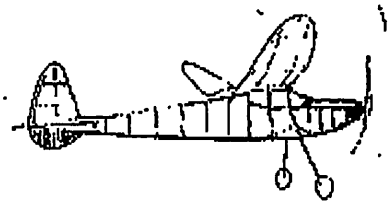
Our Tow line gliders work the same way. If the tow hook is too far forward, the ship wags on the line. Too far aft and it wants to turn (spin) and fall off the line. Anyway we do not want to add tails to a tow line glider so we make tow hooks adjustable. Again, it seems that using a starting point ½ inch ahead of the CG is a good place to start. With practice, you will have the perfectly straight towing glider, although some tow-liners like a little wag.

Launching, especially when assisted by others, can be tricky. The person you get to hold the glider while you are at the other end of the tow line needs to understand how to launch. I wish there were a video on this, but maybe I can explain it. The person launching should only allow the plane to be pulled by the person towing. His job is not to toss the plane nor hang onto it causing undue tension on the line. The best approach I have found when being a launcher is to only support the ship loosely with your hand, keep the nose at about a 30-45 degree climb angle, run along with the tower, and lift the plane until it flies from your support.

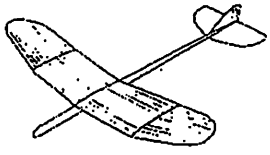
I won't admit it but I do know a way to self launch and tow, but maybe more on this later.



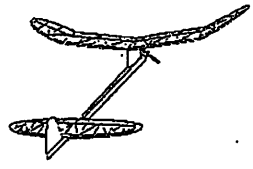




Northern Ohio Free Flight Association



Summer Free Flight Contest



AMA National Flying Site
Muncie, Indiana

June 28-June 30, 2002

Friday 8:00am to 5:00pm, Saturday 8:00am to 5:00pm and Sunday 8:00am to 4:00pm local time

This is a National Cup Competition ☆

Friday's Events	Saturday's Events	Sunday's Events
CD Classic Power☆ Mulvihill☆ Nostalgia Rubber/Wake.☆ A Gas ☆ PeeWee 30 Classic Towline Glider ① C Nostalgia Gas☆	AB Classic Power☆ Hand-Held Catapult Glider ☆ ABC Old Timer Fuselage Ignition 1/2 A Nostalgia Gas☆ B Nostalgia Gas☆ Old Time Rubber-CabinStick Comb. P-30 Rubber ☆ 1/2 A Gas☆	1/2 A Classic Power☆ C Gas☆ .020 Old Timer/Nostalgia Combined ABC Old Timer Pylon Ignition Hand Launch Glider ☆ A Nostalgia Gas ☆ Moffet ☆
Starting at 5:30pm .020 Payload 1/2 A Nostalgia Payload	Hand-Held Catapult Glider (Jr)*☆ 1/2A Gas Power (Jr)*☆ 1/2A Gas Power (Sr)	Hand Launch Glider (Jr)*☆ Hand Launch Glider (Sr) P-30 Rubber (Jr)*☆
	Starting at 5:30pm (after awards) 3 Person Catapult Glider Team Challenge	*High Point Trophy* To be awarded Sunday! The more you fly the better your chances!
	Starting at 6:00pm Lil-Dip/Jetstream towline Jetex	

Entrance Fees: $15.00 Flat Fee covers all Open events. All Juniors and Seniors events have $2.00 Flat Fee! *

A $.25 AMA fee is required for all non-AMA member Junior participants.

Contest Directors:

Charlie Jones
32130 Cambridge Circle
Avon Lake, Ohio 44012
(440)-933-7377

Warren Weisenbach
4568 W. 146 St.
Cleveland, Ohio 44135
(216)-671-8623

Send a SASE to one of the contest directors for a copy of the rules.

① **Classic Open Towline Glider (non circle-tow event)** – Any towline glider model is eligible. No circle towing allowed. No VIT functions allowed. No wing wiggler functions allowed. Auto rudder is allowed. No weight or size limits. Standard FAI towline length of 164ft. (50meters) maximum. Six attempt (flights that are 20seconds and under) to make three official flights.

AMA National Flying site rules apply. Check in at the CD's tent for contest rules.

Heart of America Free Flight Association

HAFFFA

1st Annual Spring Contest / NFFS National Cup Meet

AMA Sanctioned

June 15, 2002 - 8:00am-5:00pm
June 16, 2002 - 8:00am-4:00pm

CONTEST SITE: Kansas Speedway ✦ I-70 at 110th St. ✦ Kansas City, KS 66111
This is a Category III site. [Site information and lodging shown on reverse]

CONTEST DIRECTORS:

Mike Basta	Ed Wiley
9135 Hall Dr.	2503 Atchison Ave.
Lenexa, KS 66219	Lawrence, KS 66047
913.492.4830	785.842.1308
email: dbasta@everestkc.net	email: edwiley@sunflower.com

ENTRY FEES: JR & SR -- $2.00 per event ($8 max)
OPEN -- $10.00 1st event, $5.00 each additional event ($25 max)

SCHEDULE OF EVENTS:

- 101, 120, 124, 129, 140, 142
  These events may be flown on either day; however, all flights for each event must be completed on the same day.
- 150-155 (flown in rounds)

6/15/02 - SATURDAY		6/16/02 - SUNDAY	
F1A	7 rounds	F1G	5 rounds
F1B		F1H	
F1C		F1J	

- National Cup Events:

Nos Power (S/O)		AMA Power (S/O)		Classic Power (S/O)		AMA Rubber (S/O)		AMA Glider (S/O)		Nos Rubber (S/O)		Junior	
¼ A	X	½ A	X	½ A	X	P-30	X	OHLG	X	Nos Rubber & Wakefield[2]	X	½ A AMA	X
½ A	X	A	X	A/B[1]	X	Moffett	X	CLG	X			½ A Nos	X
A	X	B	X	C/D[1]	X	Mulvihill	X					P-30	X
B	X	C	X									OHLG	X
C	X	D	X									CLG	X
Early ½ A	X												

[1] A/B and C/D Classic Power are not combined events but definitions of engine displacement limits.
[2] There shall be two Nostalgia Rubber Events: Nostalgia Rubber, including only non-Wakefield designs and Nostalgia Wakefield. This is a combined event.

- All ties to be resolved by flyoffs

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

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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	Geneseo, NY
Aug	5-9	USOC/AMA NATS	AMA Site
	16-18	Empire State FF Champs	Geneseo, 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

The **INFORMER**

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