CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **

If it rains on July 10,
it'll rain for seven weeks!

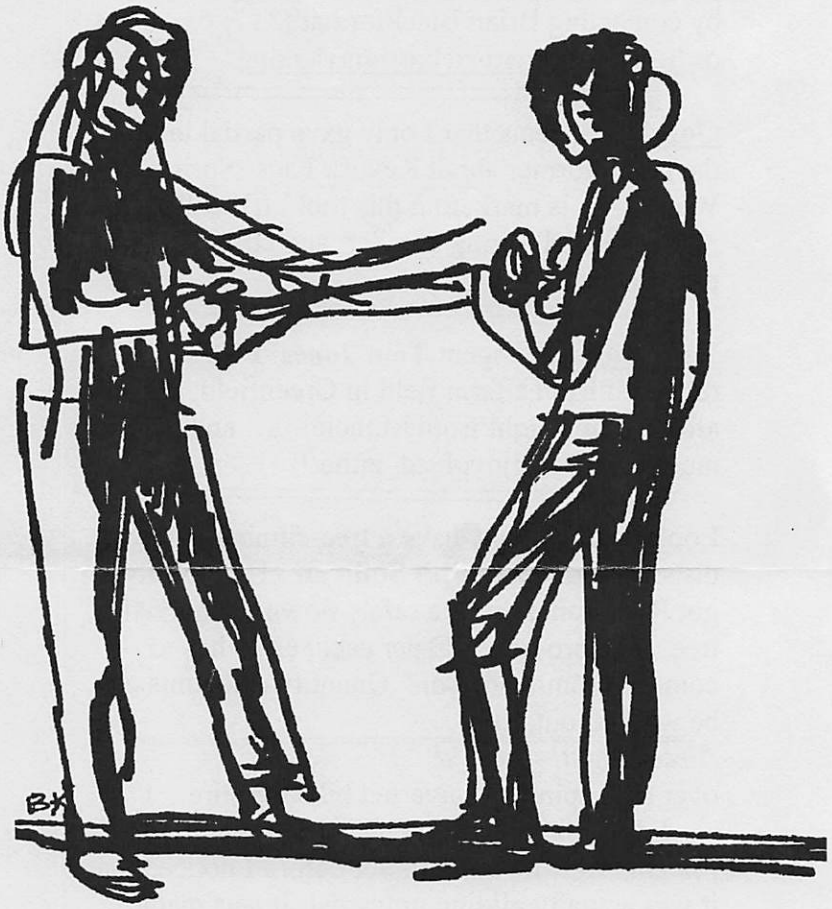
- Editor -
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Issue #3/03 May/June Price $7.50/yr.

Free Flight!! How did you ever wind up in this game??? I'd love to hear some recollections of ***your*** 'beginnings' in this sport – especially from our younger fliers, both guys & gals! How did you ever grab enough interest to build and fly these things, given all the competing attractions (opposite sex, PC stuff, sports, studies, hot cars, – even *RC*!)?

It's gotta be a pretty tough choice for the newer recruits, with the ever-increasing, bewildering number of diversions available since those 'golden age' days of aviation. (*After all, aviation was a relatively new thang during some of our childhoods. Every kid wanted a piece of it. Aviation was the main diversion, then!*) So, I'd love to hear your stories! Might even show 'em off in a future Informer, if you'd like. (Email it in to me at mjwhitte@ix.netcom.com). I know you're out there - I've seen you at contests! So… As a starter, I'll give my own recollections:

Before I entered 1st grade (just before WWII) my folks took me along on one of their shopping trips. I was taken in by a wire-framed, silk-covered, rubber-powered ROG hanging in a department store. It had British roundels decorating the wings – a Japanese RAF ARF! Since my folks didn't have any change to spare during those times, I said goodbye to the pretty model – but never forgot it! Sometime afterward, I recall I was sick for a while – and during recuperation was presented with a solid model of a *Brewster Buffalo* by my Dad. Finishing it was my 1st exposure to modeling. It looked like hell, but I was proud of it! Even showed it around to the neighbors. I "flew" it all around. (*I still 'fly' my newly-finished wings around the basement, just to feel the lift - and I'll bet many of you do, too...*) Stick 'n tissue models followed shortly thereafter, but were too heavy to fly well (WWII



cardboard & pine kits, don 'cha know….). But I now could afford an occasional model by saving up my chore money and tips from carrying customers' groceries home in my wagon.

Seems that by 6th grade or so, I got my 1st gas engine – an Ohlsson 23. Built a U/C *Baby Shark* for it, but found out quickly that I got real sick after a few times 'round the circle! Never got over it, either. Converted the '23 to glow. And I'll never forget that 'shoe-polish smell' (nitrobenzine?) of the O&R glo-fuel! I stuck the '23 in one of the *Phoenix* FF variants – but not before the '23 got some rides in my Thimble-drome tether car! (…started it by cranking 'er

(cont'd, p.2)

More Indoor!! They'll be *Flying Under the Dome* again from August 14-17. West Baden, of course! (See the application form in the back of the Informer.) It's an AMA sanctioned contest, featuring events 201 - 212, 214 - 221 and 505 for Junior, Senior and Open classes. Deadline for entry and payment is Aug 1. Additional particulars may be resolved (including lodging) by contacting Brian Blackford at (317) 639-4534 or heritage@historiclandmarks.org.

Oops!.... Seems that I only gave partial info in the last Informer about Kevork Fags' Spring Winder. K is marketing this tool. It's called the K. Fags Hand Spring Winder, and costs $25 each plus $1 for S&H.

Long flite..... Agent **Tom Jones**' F1A was retrieved from a farm field in Greenfield, IN after a 35mi flight from Muncie! .....and not much wind was involved, either!!

Looks as if we now have a tree-climber at our disposal – thanx to **Phil Sullivan**. He recently got Ryan Jones' coupe safely down from a 64ft tree. The pro gets $75 per each, as he has to come in from Anderson. Quantity discounts can be worked out, tho....


...when it's too windy to fly...

(Free Flight! – cont'd ...)

over on a spinning, inverted bike rear tire...)

I didn't know about D/T's back then, so the *Phoenix* flew away. But not before I noticed that it was actually gliding upwards! It was magic! And I didn't really mind that I lost the model.....

There were plenty of hobby shops in the area then to check out the latest stuff – even one right on the way home from school! A big disappointment, tho, was Cleveland Models' soaring glider *"Texaco Eaglet"* – the one with the fragile tailboom. Every time it would land, the boom would break. Repairs were futile, as one never got the alignment quite right on this short-coupled beast! (Great looking model, but.....)

About 7th grade, I began to have my own 'diversions'. Model trains crept into the picture. Music lessons started taking a **lot** of time (*still do!*). And girls were getting to be **quite** tolerable.... I began to attend model airplane contests, where I could find 'em – within streetcar reach, and finally saw my 1st high-performance rubber models. I was a fascinated spectator – and hooked for good. But the competitive stuff would have to wait a while.

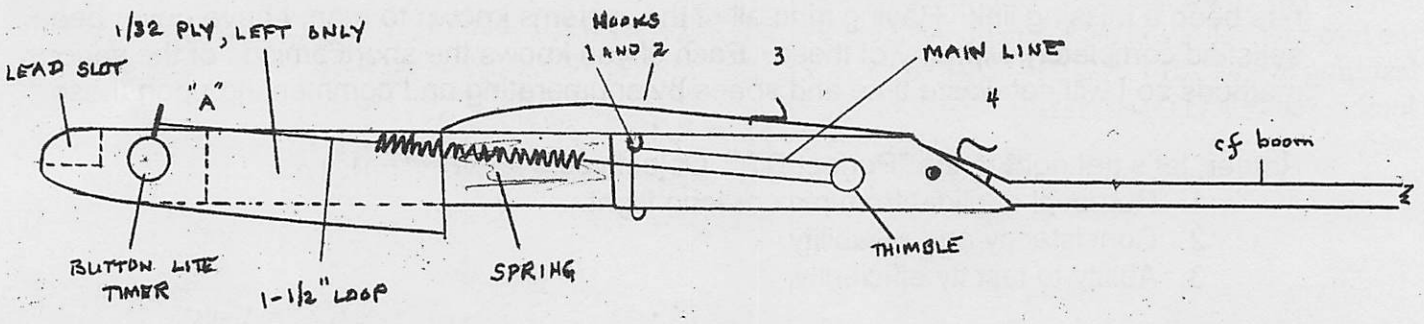
I learned my thermal picking by (deliberately?) losing a few *California Chickadees* and Jasco's *Thermic B*'s. I'd started to design my own stuff by now, and finally learned how to DT my models! But for the next 25 years, college and family were top priority and – save a few hand-launched gliders and small rubber ships built with the kids - my modeling efforts lay dormant.

Finally, I attended a contest or two with the kids, built a few models, joined the Central Indiana Aeromodellers, NFFS and AMA, and started down the competition trail. I currently try to fly the Indoor & Outdoor rubber and glider events – although recently it seems that I've been doing more administrative stuff, than actually flying....

That's my story. What's yours?? Don't be bashful!! - MJW

THE PERFECT DT

BUDDENBOHM BOOM FUSE



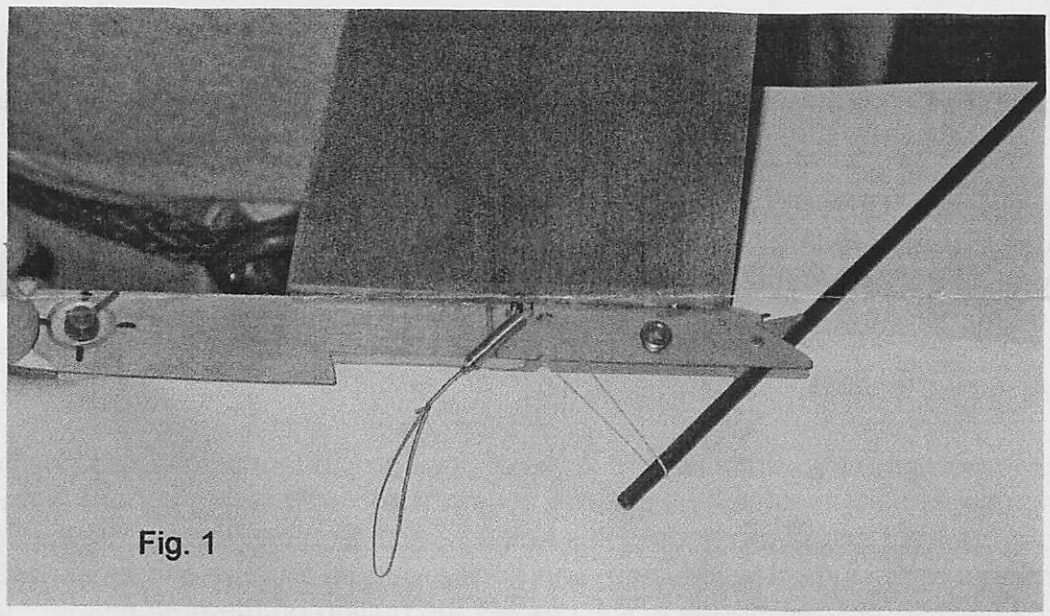


Fig. 1

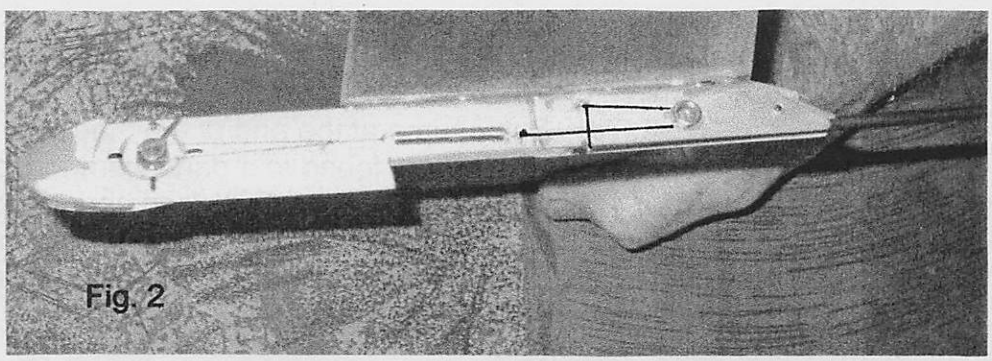


Fig. 2

THE PERFECT DT

For as long as I have been building and flying HLG's and CATS, a good reliable DT system has been a missing link. Having tried all of the systems known to man, I have never been satisfied completely with any of these. Each of you knows the shortcomings of the various methods so I will not waste time and space by enumerating and commenting upon these.

Rather, let's get right to the "Perfect DT." Objectives:

1. Retrieval of glidie from max or long flight.
2. Consistency and reliability.
3. Ability to test fly efficiently.

If you're not of the philosophy of building 15 glidies and just letting them go, you want to get that good model back. This would only be enough for one contest anyway for Stan Buddenbohm. (12 maxes plus, earlier this year) So objective #1 is obvious.
Objective #2 is of essence. The viscosity of the Button Lite timer may change a just a bit with temperature change, but it will be very consistent for a particular day.
Objective #3 is equally important. Testing is where I have lost many of my glidies and I'm sure you can relate to that. This system allows you to safely practice finding good air as well as putting up that final 15-20 sec. test just prior to an official.

The "Perfect DT" is the broken back system (pop up tail boom) using the Button Lite timer. I like the Buddenbohm fuselage kits with cf booms that hinge up right behind the wing. Like all of Stan's products, they are of excellent quality and craftsmanship. I have also made some of my own using spruce instead of the cf tube used by Stan.

Here is how it works:

Pic. 1 shows the pop-up tail boom in the dt position. In launch or flying position, (Pic. 2) this boom is held in place by a line running from a fixed position under the right wing to under the front end of the boom, (this holds it secure up into the saddle for flight) up and through a hook under the left wing, and back around a thimble and forward to the timer.
Pic. 2 shows the small spring which creates the pulling on the button timer. When the timer rotates and lets go, the tail boom is pulled up by the rubber band attached to hooks 3 and 4.(fig. 1) Incorporating the thimble (u-control item) creates leverage and allows space for constructing the loop and spring scheme.

Here is how to build it:

Materials: Straight pins or .025 wire and small needle nose pliers will make hooks 1 and 2.
For hooks 3 and 4, use 0.025 wire.
Button Lite timer. (0.7 g. - See source at the end of the article)
Spring: Currently, I am using a spring found in a parts warehouse. 0.010 wire rolled into a 0.142" O.D and 11/16" in length. It is a very light-load spring requiring just an ounce or so to stretch it about twice its length. It doesn't take very much to pull the lever. I recently purchased a very neat little spring winder from Kevork Fags. It makes a smaller O.D. coil spring so I am experimenting with different diameters of music wire to duplicate the strength of my "warehouse" springs.

Lines: For the line from the anchor point to the spring, I use 22 lb. braided dacron. This will last the life of the model for sure. You may use lighter stuff or strong thread. For the loop that attaches to the spring, I use a Dacron thread. Here again great strength is not as important as the diameter which allows the loop to fit into the timer grove and wrap around easily as the timer lever is moved to more that 360 degrees.

Rubber band for DT activator. Any small dental or other band that will positively pop up the stab. It doesn't take a whole lot of pull.

Thimble: These are found in the U-Control section of your favorite hobby shop.

Here are the steps: I find it much easier to install prior to gluing on the wing.

Step 1: Locate and install the timer itself. Actual mounting will vary with fuse thickness and your own techniques. If you're using a 1/8 in. thick spruce fuse, just drill and mount. Instructions are supplied with the timers. I prefer the timer being located such that the lever does not touch the ground when landing and that it be about 5 to 5-1/2 inches from the thimble. I actually snip the length of the lever a bit without affecting the efficiency.

Step 2: Make hooks 1, 2, and 3 and set aside. Hooks 1 and 2 are u-hooks shaped with the end of small needle-nose pliers. Hook 1 is the guide for the line coming from under the boom and extending around the thimble. Hook 2 is also a u-hook that will eventually be pushed into the fuse or wing as an anchor for the line. Hook 3 is glued to the top of the wing an inch or so from hook 4. Hook 4 comes with the boom assembly as shown or may be made for your own boom.

Step 3: Tie anchor line to one end of the spring. Good knot with a wee drop of cyo, trim, leaving 6-8 inches to work with when draping line under fuse and up to anchor.

Step 4: With your thread, make a 1-1/2" loop. (bowline hitch) Leave enough thread to easily make a knot as prescribed in step 5.

Step 5: Using the thread described above, attach it to the spring really close to the loop and add a drop. The distance between the spring and loop should be minimal.

Step 6: Insert hook 1 as shown. (since hooks 1 and 2 penetrate the plywood saddle, tiny lead holes will be required for their insertion.) Use needle nose and a wee drop or two of cyo. This will be located a 16^{th} of an inch or so inside the end of the boom and directly above just under the wing. Make sure of a gap for the line to pass through as it travels from flight to dt position.

Step 7: Attach hook 2 directly opposite hook 1 on the opposite side as the anchor for your line. Do not push it all the way into the fuse.

Step 8: Anchor the line to hook 2
When the line is in place, there must be enough tension on the system to pull the timer lever clockwise. This doesn't take much, but is vitally important for that spring to be stretched enough to pull the loop off the lever and yet not too much. If you have more than two hands, it will be extremely simple. Here we go:

1. Run the line around the thimble, through hook 1, under the boom, and up through hook 2. (The line/spring/loop is located on the outside of that portion of the line which holds the boom up snug for flight.) Leave a few inches of line dangling under the wing so you have something to hold onto when you adjust the length.

2. Put your loop around the lever and swing the lever to 12 o'clock while holding the line secure at hook 2. A finger nail or thumb nail are your tools for pinching the line off while determining the proper length. Now the system is under tension and the lever should be moving clockwise. If it is not, pull slightly on the line at hook 2 (shorten the line) until it moves fairly swiftly.

Then back off until the loop does move slowly and yet comes off the lever positively. I have found that about one turn or less will take the two minutes required.

IMPORTANT NOTE:

To set my timer, I use the clock positions as references. I pencil a hash mark on 12, 3, 6, and 9. In trial runs, I found that the timer lever was in the way of the rubber launcher when the 2-minute mark was in the 4, 5, 6, 7, and 8 o'clock positions, i.e. anywhere in the bottom half of the clock. Ergo: While adjusting your line length, insure that the lever will be pointing to the upper half of your clock for 2 minutes.

3. Using patience in the step above will give you the correct length. Now push in hook 2 and cyo.

And there you have it. You can now experiment with your "Perfect DT" by winding it up and getting a stop watch on it. Your creativity will allow you to come up with a system of pencil marks, numbers, etc. that will allow you to practice, relax, and win with a "Perfect DT."

Notes: I use a balsa nose cone to help protect the timer and deflect wind.

The button timer may be adapted easily to the wing flap system in much the same manner as I have used with the Perfect DT. In fact, I have just installed the Perfect DT using wing flaps on two Tom Cats. This is the Tom Jones design shown recently in the *NFFS Digest.*

In fig. 1, I actually cut off the 3/16" balsa nose at "A." There, I glued in a 1/8" plywood nose plug as a mount for the timer and "0" 1/8 " SM mounting screws. Now, the 1/32 plywood launcher which extends to the nose provides me with a very strong front-end. Neat little lead slot too!

Phil Sullivan
ciasilk@aol.com

Button Timers
Campbell's Custom Kits
P.O. Box 3104
Muncie, IN 47307
(765)289-5573
souper30@gte.net

Spring Winder
Kevork Fags
236 Thayer Street
River Vale, NJ
07675

Pop-up Fuses
Stan Buddenbohm
Westminster
CA

CIA 24th Annual Contest Results
OLD TIMER – NOSTALGIA – CLASSIC POWER
5/31 – 6/1/ 03

1/4A Nos. Gas {5 Fliers}

1.	Bob Mattes	360.
2.	Bill Hale	355
3.	Keith Fulmer	351

B Nos. Gas 4 Fliers }

1.	Dick Covalt	431
2.	Charlie Harper	429
3.	Clark Darling	321

A/B/C Fuse OT Gas {3 Fliers }

1.	Ed Konefes	309
2.	Bob Placier	170
3.	Don Diggs	107

C Nos. Gas {3 Fliers }

1.	Clark Darling	829
2.	Dick Covalt	357
3.	John Seymour	306

Sm. OT Rubber Stick/Fuse {4 Fliers }

1.	Ed Konefes	750
2.	Ed Sneed	550
3.	Bob Watson	540

!/2 A Classic Power {6 Fliers }

1.	Ronnie Thompson	480
2.	Jack Marsh	439
.3	Keith Barnett	420

Early 1/2A Nos. Gas {8 Fliers }

1.	Keith Fulmer	600
2.	Bill Hale	577
3.	Gene Wicks	476

C/D. Classic Power {3 Fliers }

1.	Ronnie Thompson	900
2.	Jack Marsh	654
3.	Hank Sperzel	309

1/2A Nost Gas {8 Fliers}

1.	Jack Marsh	788
2.	Keith Fulmer	600
3.	Bill Barr	460

A Nos. Gas {7 Fliers }

1.	Hank Sperzel	449
2.	Bob Mattes	344
3.	Bob Edelstein	329

A/B. Classic Power {9 Fliers }

1.	Hank Sperzel	747
2.	Gib Robbins	615
3.	Ronnie Thompson	575

.020 Replica {4 Fliers }

1.	Bill Hale	339
2.	Bill Barr	230
3.	Lee Campbell	184

Lg. OT Rubber Stick/fuse {3 Fliers}

1.	Ed Sneed	358
2.	Joe Williams	345
3.	O.C.Stewart	311

A/B/C Pylon OT Gas {3 Fliers}

1.	Dan Harshman	316
2	Bob Edelstein	309.
3.	Elmer Jordan	307

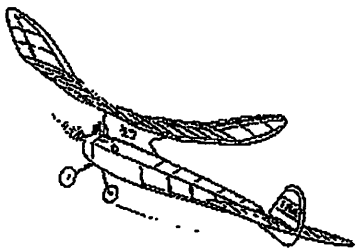
OT HLG/CAT { 6 Fliers}

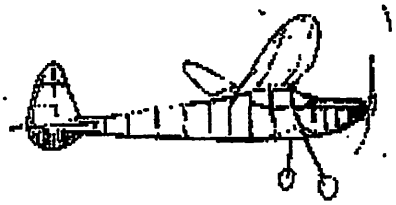
1.	Lee Campbell	237
2.	Bill Reuter	200
3 3.	Ryan Seymour	186

OT Gas {Glow } {2 Fliers }

1.	Elmer Jordan	277
2.	Bob Watson	207

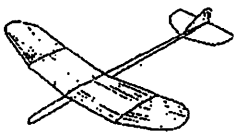
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Northern Ohio Free Flight Association

Summer Free Flight Contest





AMA National Flying Site
Muncie, Indiana

August 8, 9 and 10, 2003

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.

HISTORIC
LANDMARKS
FOUNDATION OF
INDIANA

340 West Michigan Street
Indianapolis, Indiana 46202-3204
317 639 4534
Fax: 317 639 6734

West Baden Springs
2003 Flying Under the Dome
Participant Entry Form

AMA SANCTION 03-1471

Deadline for entry and payment is August 1, 2003

Please *print* the following information.

Name: Address:

Phone: E-mail:

Please list the event(s) you plan to enter and your classification (J, S, O).

Payment.

- ☐ I have enclosed a check for $15

Please check (if applicable).

- ☐ Yes, I will be bringing up to 3 guests (**immediate family members only**) to *Flying Under the Dome* (your guests receive one complimentary gate entrance pass each valid from August 14-17, 2003). Please list guests below:

Name:_____ Relation:_____

Name:_____ Relation:_____

Name:_____ Relation:_____

Signature: Date:

(I have read the entry letter and understand the participant requirements outlined within)

Mail this entry form by **August 1, 2003**, to:

Dave Thomson, CD
5432 Haft Road
Cincinnati, OH 45247

For more information or for further details **please contact Brian Blackford** by calling 800-450-4534 or send an email to heritage@historiclandmarks.org.

C.I.A. 31st Annual FF Championships

Including all National Cup Events, Nite Flying, and AMA Events

Sponsored by the Central Indiana Aeromodelers

AMA Flying site in Muncie, IN - September 19, 20, and 21, 2003

This is an AMA "AAA" sanctioned Category III Contest. #-------

Friday, 9/19 – 8 to 5 EST	Saturday, 9/20 – 8 to 5 EST	Sunday, 9/21 – 8 to 4 EST
OT Rubber	Moffett	P-30
D Gas, Classic Rules	Mulvihill	1/2A Gas
AB Classic Gas	1/2A Classic Gas	CD Classic Gas
Super D (Fixed)	A Gas	B Gas
1/4A NosGas	C Gas	B NosGas
1/2A NosGas	A NosGas	C NosGas
1/2A Starduster "X"	Early ½ A NosGas	Pee Wee 30
020 Replica	Electric A and B combined	OHLG
Nos Rubber	Catapult Glider	F1A
	F1H	Jr. ½ A Classic, P-30, OHLG
	Jr. ½ A, Cat. Glider	Nos Wake
	Nite Fly – Rubber, Gas, and Glider	Lil Dip/Ghost/Jetstream Towline

*All events are J-S-O combined except for the Junior National Cup Events.

Entry Fee: $20 Juniors $0

Awards: Plaques and certificates. Awarded daily.

Hi-Point Trophies for the 3 categories – Power, Rubber, and Glider. NFFS Point system. (Day events only)

- Bob Larsh Perpetual Trophy for high time for a Junior or Senior in OHLG.
- Howlin Engines Perpetual Trophy for high time in ½ A Gas.

Rules: AMA Events as per AMA Rule Book. NFFS Events as per NFFS Nostalgia Rule Book.
Pee Wee 30 as per Orbiteer Rules.

Bean Feed after flying Saturday

CDs: Phil Sullivan (765)640-2921 Moe Whittemore, (317)861-4266 Meredith Chamberlain, (765)643-1885

CIA FIRST ANNUAL

FAC MEET

THE TED DOCK MEMORIAL

SATURDAY 10/11/03 SUNDAY 10/12/03

8:00 A.M. TO 4:00 P.M. EACH DAY

FAC OLD TIME RUBBER

FAC OLD TIME RUBBER STICK

EMBRYO ENDURANCE

JIMMY ALLEN

FAC RUBBER SCALE

FAC PEANUT SCALE

FAC JUMBO/GIANT SCALE

FAC DIME SCALE

FAC GOLDEN AGE

FAC NO-CAL SCALE

WWI COMBAT

WWII COMBAT

11.00 A.M.

11:00 A.M.

THOMPSON RACE

GREVE RACE

2:00 P.M.

2:00 P.M.

P-30 (J)*(SO)*

HAND LAUNCHED GLIDER (J)*(SO)*

CATAPULT GLIDER (J)*(SO)*

* = NATIONAL CUP EVENTS

ENTRY FEE: FIRST EVENT $10.00

EACH ADDITIONAL $2.00 MAX $20.00

PRIZES: 1ST PLAQUES 2nd-3rd CERTIFICATES

ALL MODELS MUST BE PROCESSED OR JUDGED BEFORE BEING FLOWN

JUDGING AND ENTRY ON SITE 12:00-5:00 10/10/03

ALL NON SCALE MODELS MUST HAVE

PROPER SIZED AMA NUMBERS

HAND LAUNCHED/CATAPULT WILL FLY FROM A PEN

NATIONAL CUP FOR P-30, HLG, HHCG

CONTEST DIRECTOR: LEE F. CAMPBELL

P.O. BOX 3104 MUNCIE, IN 47307

1-765-289-7753 souper30@gte.net

2003 FF Schedule

Jun	2,3	Nat'lCup Challenge FF Contest	AMA site, Muncie, IN
	6-8	AMA Grand Event	AMA site, Muncie, IN
	14,15	2003 Fiesta of 5 Flags	Pensacola, FL
	14,15	MAM Contest (FF & RC)	Sturgis, MI
	21,22	Inter-City FAI/Nos/AMA Contest	AMA site, Muncie, IN
	27-29	Great Grape Gathering	Geneseo, NY
Jul	6	IMAC Annual	Bong, WI
	13	Pelican OT Contest	Bong, WI
	19,20	FAC (Off-year Nats event)	Geneseo, NY
	20	Aeronuts OT Contest	Bong, WI
	28 – Aug 1	USOC/AMA Nat'l Champs	AMA site, Muncie, IN
Aug	10	Bong Eagles Annual	Bong, WI
	9,10	NOFFA Contest	AMA site, Muncie, IN
	15 – 17	Empire St FF Champs	Geneseo, NY
	17	Bong Eagles Silent Fly	Bong, WI
	23,24	Aeronuts Mid'n Sts FF Champs	AMA site, Muncie, IN
	25 – 29	SAM Champs	Claremore, OK
	30,31	COFFC Contest	AMA site, Muncie, IN
Sep	6 – 8	Flying Aces Midwest Nats	AMA site, Muncie, IN
	19 –21	CIA Regional FF Champs	AMA site, Muncie, IN
Oct	4,5	Tri-County Aero Contest	Lawrenceville, IL
	11,12	CIA FAC Contest	AMA site, Muncie, IN
Dec	29 –31	King Orange Int'l	Palm Bay, FL

The **INFORMER**

CENTRAL INDIANA AERO MODELLERS

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Meredith Chamberlain

Issue No. 3 - 03