CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **

Spiders weaving webs by noon? Fine weather coming soon!

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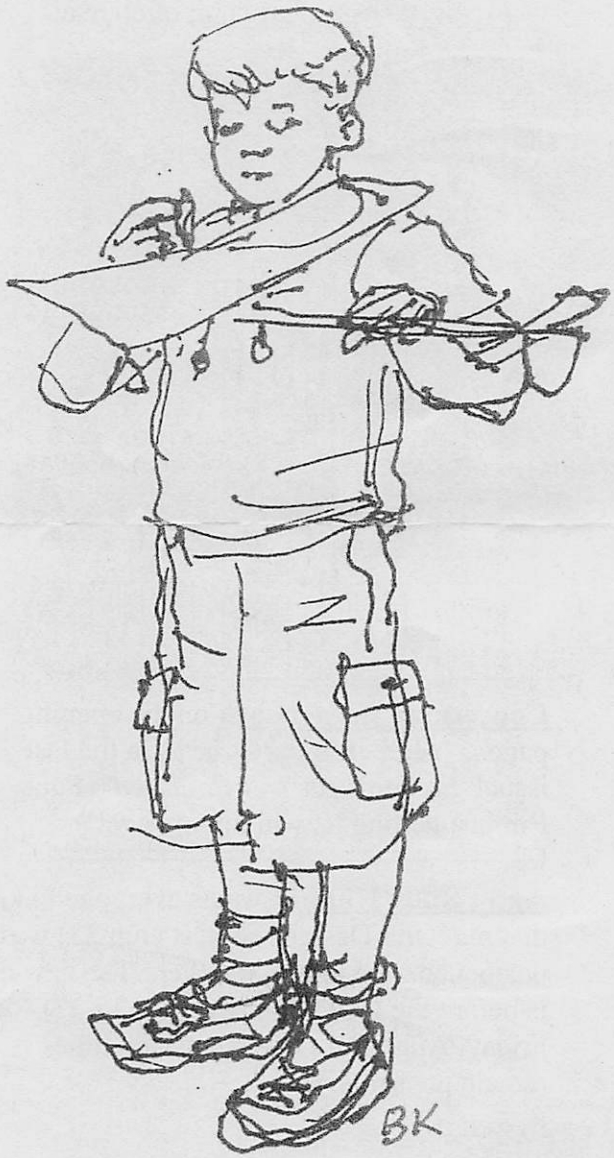
Death of a Hobby Shop….. by MJW

It's been written – 'all things must pass'. But I never thought that Tom Metzler's Hobby Center in Indy would close their doors before I finally quit working at the place! (I started part-timing it there in 1982, and still manage to put in 1 day a week, despite my normal work schedule…) The store's been on the market for over a year, now – with no serious takers. (Seems like most nibbles have been from people interested in tearing down the place to use the land….) The original closing deadline was to be 'at the end of 2006', but after our last break-in on July 3rd, Tom's ready to cash out much sooner. Say, in a few weeks!

The store started life back in the '40s as Bob Steele Hobbies, on the East side of Indy. Tom bought the place from Bob in the mid-60s, then went thru successive moves from E. Washington St. to a more promising location in the Eastgate shopping center (early 70s), then to a Southside location in the Madison Square strip mall (1982) when Eastgate started downhill. Tom finally moved the store in 1988 to his present location, a few blocks away on south Madison Avenue.

Retail sales - especially in the hobby game – have been extremely slow for the last 4 years, or so. But Tom hung in there, outlasting virtually every hobby shop in the area – including some well-heeled national chains. Tom's place is an old-fashioned, 'one-stop' hobby shop that stocks a wide range of stuff. If you were a scratch builder involved with planes, trains, boats or cars, you wound up shopping at Metzler's! (We even tried to stock FAI tan contest rubber – keeping it in the store fridge. But alas, most of our area FF customers have now died off.)

We serviced what we sold, too! Lord knows, I've started my share of recalcitrant airplane, boat & car glow engines for our customers – and for customers of our competition, who weren't inclined to have anything else to do with their products once they had the customer's money!! It was required that all Tom's

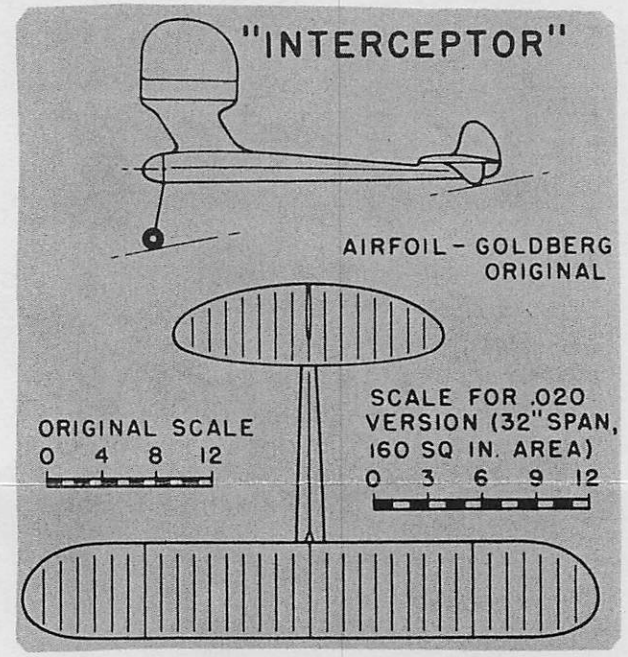


employees have their own hobby specialty, and more often than not, got involved in repairs of customer equipment. No remaining store offers a service like this! Too bad that an Indy tradition has to exit this way.

It sure was a fun ride….. - MJW

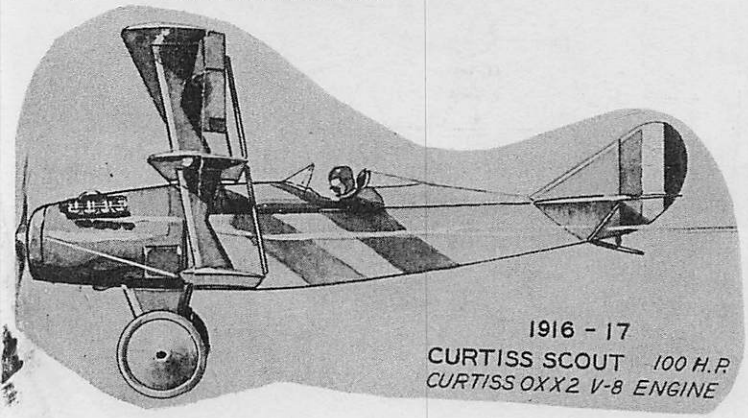
Our Circle of modeling associates continues to grow smaller. We recently lost Agent and good guy **Warren Weisenbach** on May 14, and Agent glider guy **Ralph Schlarb** on May 7th. Ralph won the very first indoor catapult glider event at Johnson City, and was always in the show at outdoor events, as well! Both will be missed - a lot!!

For you modellers into FF Scale stuff, please check out "Shorty's Basement" web site, at www.shortysbasement.com, of course!



Concerning the artwork on the opening page... Yeah. It's the same as in the last issue! So don't get *Too Confused*! (I guess I'm just getting lazy in my old age!!)

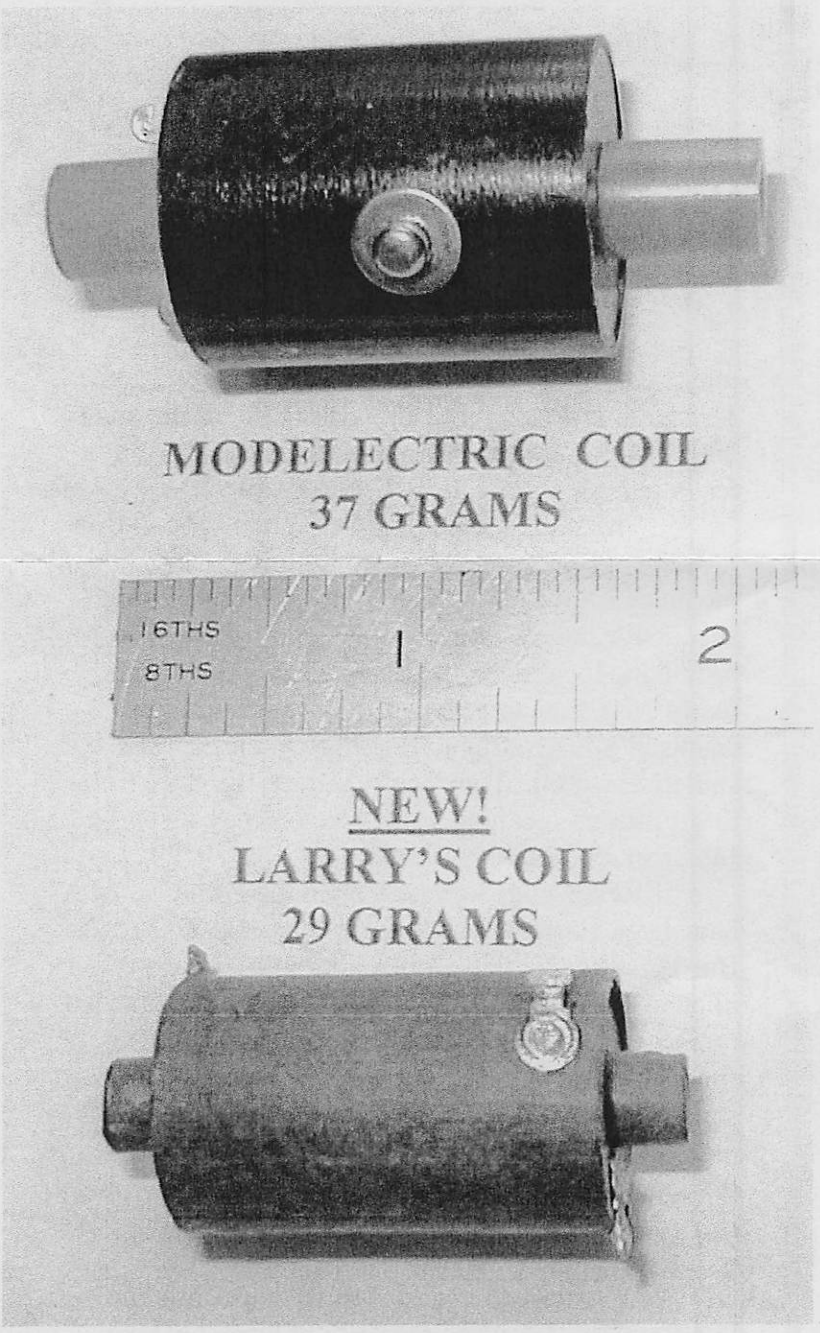
Agent **Rudy Kluiber** wants everyone to know that his 'One-Design' contest (Jun 23) was postponed, due to bad weather. The new date is before the COFFC meet (Aug 26-27) – on Friday, Aug 25th. All events and times remain the same.



Agent **Larry Davidson** recently sent in the following info for his new ignition coil. It should be available at this writing.

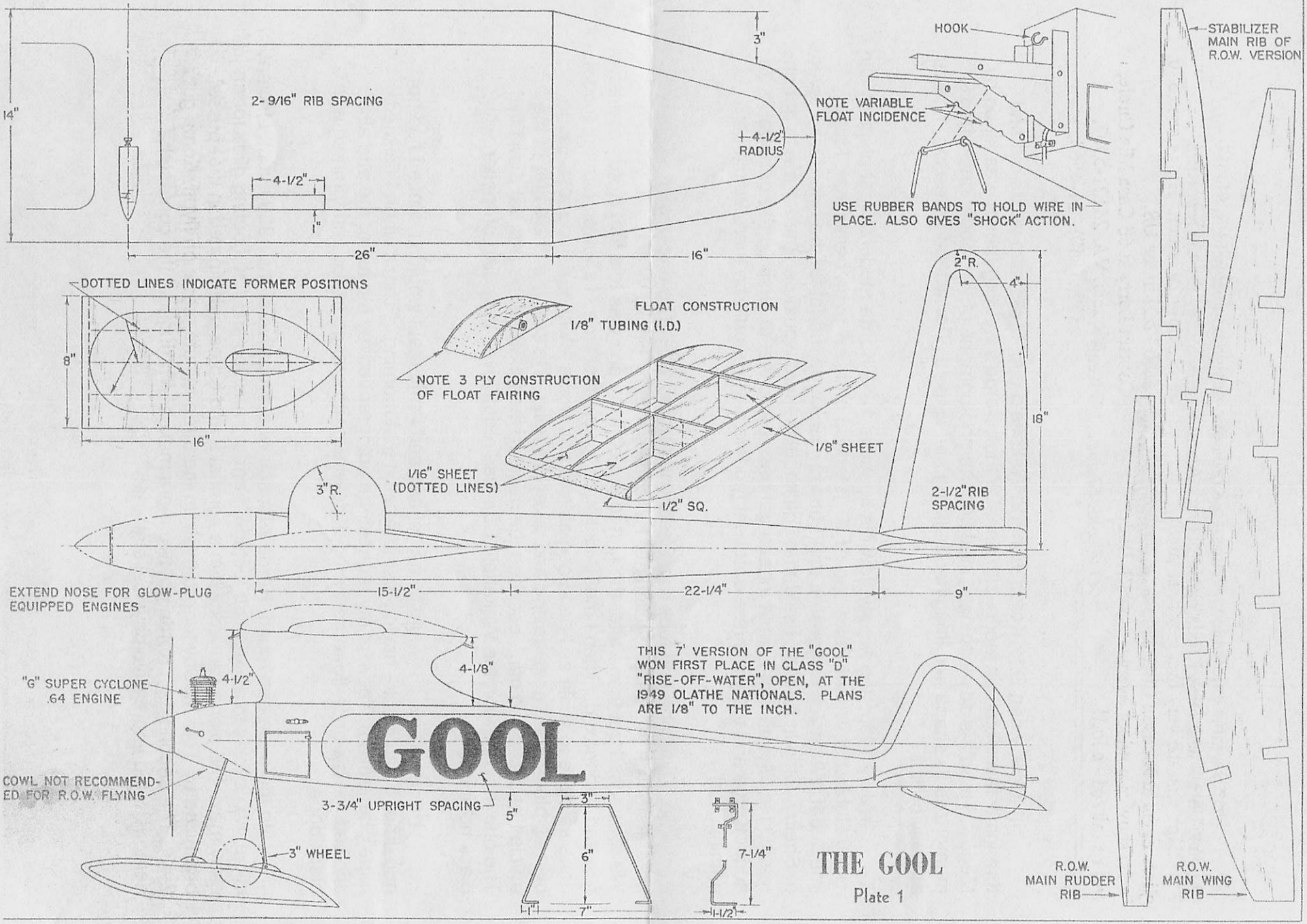
Larry's coil is as small as the Gettig unit, but weighs only 29 grams. His price is $20, plus $5.50 P&H in the US.

Contact Larry at 66 Casa Mia Circle, Moneta, VA 24121-5307, or Ph: (540) 721-4563.



(Hmmm… I wonder if anyone's using *toroidal cores* to make these guys even smaller & lighter? Just a thought..)

- MJW -


14"
2-9/16" RIB SPACING
3"
4-1/2" RADIUS
4-1/2"
1"
26"
16"
HOOK
NOTE VARIABLE FLOAT INCIDENCE
USE RUBBER BANDS TO HOLD WIRE IN PLACE. ALSO GIVES "SHOCK" ACTION.
STABILIZER MAIN RIB OF R.O.W. VERSION
DOTTED LINES INDICATE FORMER POSITIONS
8"
16"
FLOAT CONSTRUCTION
1/8" TUBING (I.D.)
NOTE 3 PLY CONSTRUCTION OF FLOAT FAIRING
1/8" SHEET
1/16" SHEET (DOTTED LINES)
1/2" SQ.
2"R.
4"
18"
2-1/2" RIB SPACING
3"R.
EXTEND NOSE FOR GLOW-PLUG EQUIPPED ENGINES
15-1/2"
22-1/4"
9"
"G" SUPER CYCLONE .64 ENGINE
4-1/2"
4-1/8"
THIS 7' VERSION OF THE "GOOL" WON FIRST PLACE IN CLASS "D" "RISE-OFF-WATER", OPEN, AT THE 1949 OLATHE NATIONALS. PLANS ARE 1/8" TO THE INCH.
GOOL
COWL NOT RECOMMENDED FOR R.O.W. FLYING
3-3/4" UPRIGHT SPACING
5"
3"
6"
7"
7-1/4"
1-1/2"
3" WHEEL
THE GOOL
Plate 1
R.O.W. MAIN RUDDER RIB
R.O.W. MAIN WING RIB

Here's a most enjoyable writeup of a Korda one-design contest held in Shelby, OH in August 1993 – with Dick Korda participating! Agent **Frank Sibley** did the reporting.

Korda Reflections, 1993

"O Classic Shape...!" - Keats

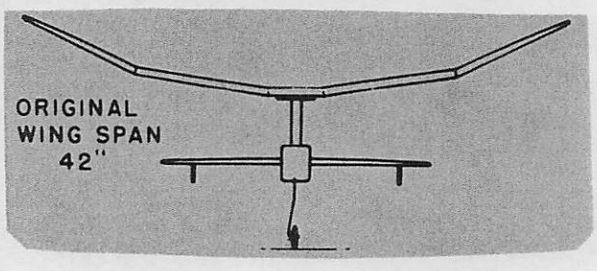
In 1939, when Dick Korda won the Wakefield cup, I was nine years old and terminally fascinated by model airplanes! When Korda's winning model was kitted by Megow, I read the ads longingly, studying the photographs of the model until I had memorized its shape and imagined building and flying it. For whatever reason, I never actually built it.

In July 1993, Joe Macay flew his beautiful 1939 Korda model to first place in Old Timer Rubber at Wright-Patterson AFB. It looked and flew even better than I had imagined! When Joe suggested that I build a '39 Korda model for the one-design event at Shelby, Ohio in August, I said that I didn't think there would be time for me to get one ready. He told me that I could indeed get one ready, that to pass up the opportunity to honor Korda and to fly with the excellent modelers who would be there would be unthinkable!

So, I built one and took it to Shelby on August 18th. The one-design event was helk along with the SAM 39 Oldtimer RC contest run by Bucky Walter and Warren Weisenbach. I got these after the first round of flying and was told that Korda had flown first and had maxed. Then I met Dick Korda for the first time. I showed him my model, done as close to scale as I had been able to determine – with red Japanese tissue overall, blue-doped nose design and silver propeller. He said that the writer of the article I had followed had described the *back-up* model, which he (Korda) didn't fly!! The one that had won the Wakefield Cup was red all over, including propeller, with black nose design.

He asked me if I would fly my model, and I said that I wouldn't, since I had not had time to trim it out – having just finished it that morning. "That's when I finished mine", he replied! Then, at my request, he autographed my model for me and also showed me his once-flown new model, covered with orange tissue and trimmed with black dope.

In the afternoon round, Korda's launch was evocative of the 1939 event: efficient climb, two circles to a very high altitude, perfect transition and flat, floating glide for an easy max! the plane came down in a cornfield, and Korda participated in the "posse" organized by Tom McCoy for retrieval. In the three-minute precision flyoff, Korda got a 2:43. The second day, Korda got two more maxes. Throughout the contest, he demonstrated impressive physical stamina!



Jim Adams provided a lesson in patience and perseverance. He broke three motors while winding for his first flight, but he continued and 1:55, missing a max only because his d.t. fuse burned faster than predicted! The second day, his place dethermalized at 3:05 from so high an altitude that he got 5:30 before his plane came down in the much larger cornfield beyond a line of trees! Even his "Screamer Beeper", which he had taken off for this flight, probably would not have helped.

Tom McCoy was much in evidence, extending a cordial welcome to all participants and providing commemorative decals. He helped other fliers find their planes, and he found his own out in the cornfield with the help of George Reich. His plane, which flew impressively, was not damaged, and I predict that you will hear more about this museum-quality craft.

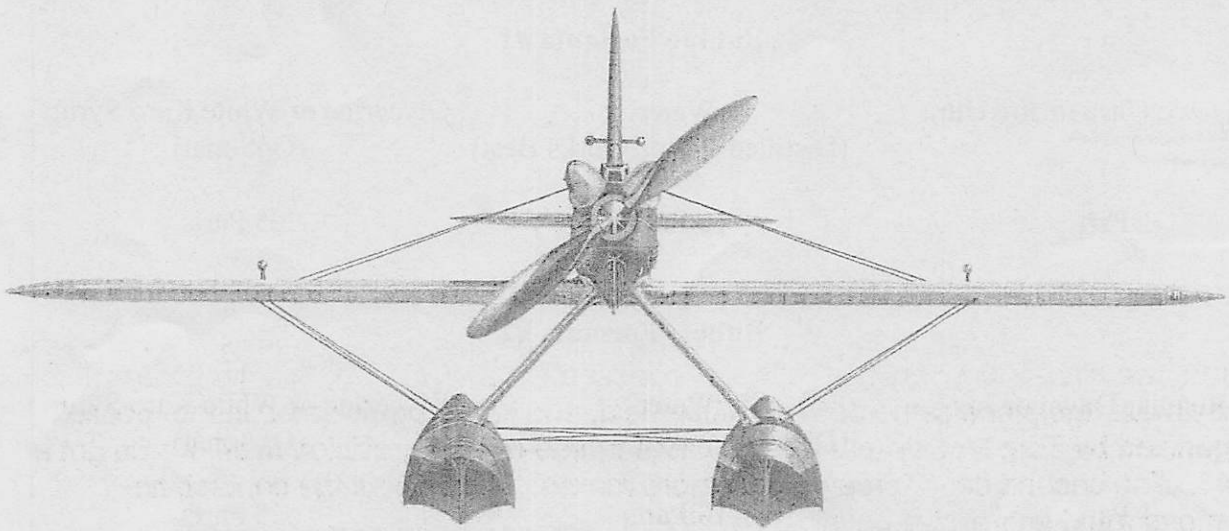
Bud Romak, craftsman and flier extraordinaire, on the second round of the second day, watche his plane vanish upward. It had climbed so high and had entered a strong thermal so quickly that nobody could tell whether the tail had popped up or not!

Joe Williams got max after max. He is always a consistent performer. It is a pleasure to watch a genuine master at work!

Joe Macay's plane, already proven in contests, ended a max flight by lodging in the top of the tallest tree in the area, whereit defied the best retrieval efforts of John Delagrange with a crossbow, and Warren Weisenbach with climbing gear!

Several other fliers lost their planes. The second-day flyoff was cancelled because most of the fliers were out hunting their planes. The corn in Ohio is high, and the cornfields in the Shelby environs contain the highest concentration of Kords 1939 Wakefield models of any place in the world! Mine is not among them. It is safely at home, not to be flown until I get a locational transmitter installed!

- Francis M. Sibley



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

My First Gas Model --Success – Even Though Failure!

By Bob Johnson (Aeronut and CIA Agent!)

I grew up on a farm near Bloomington, Illinois with 3 brothers. We had wonderful Swedish parents who were patient, gave encouragement and loved we 4 boys. I was the second oldest.

In the spring of 1937 I was a sophomore in high school. I heard that a student had received a gas model kit for Christmas, and would sell it. I had built a few ten-cent kits, and completed an *Oriole* rubber model. The *Oriole* was advertised to fly one mile, but I couldn't get mine to fly at all! Living on the farm, I didn't know anyone who could help me. Anyway, I contacted the student and bought the kit from him for $2.00. It was a wet kit *Quaker Flash.*

I talked my mother into buying a sheet of plywood and we brought it home, laying it on the living room floor. For the next few months I worked on the *Quaker Flash* and we slid the plywood back and forth when my mother cleaned.

About the time I needed it, I heard that another student had a model engine for sale. I contacted him and it was a Baby Cyclone, and he wanted $6.00 for it. Of course, I didn't have that kind of money, so I asked my Dad for it. (Remember that $6.00 back then was equal to about $120.00 now!) After he thought for a while, he offered to make a deal with me. If I promised not to start smoking, he would buy that engine for me. I would have promised anything – and I've never smoked to this day.

I completed the *Quaker Flash*, and one beautiful day decided to fly it. My mother pleaded with me to hang it in the bedroom, as I might wreck it! Of course, I was intent on flying it!!

I decided to let it take off from the gravel road that ran past our farm. I got the engine running and pointed the plane down the road – and let go. It ran straight for about 50 feet and lifted off, then started a slow right turn – heading toward the fence and two cottonwood trees! It barely cleared the fence and went between the trees, continuing it's right turn towards our barn. It turned just enough to miss the barn! It continued it's slow, climbing right turn. As it completed a wide 360 degrees, it was heading for the barn again. From where I was, I could see it was going to be above the barn. Just then the dihedral joint failed! The right half of the wing floated towards our garden, but the other half – with the fuselage and tail – went straight into the ground, power on!

I carried the pieces into the house, and my mother berated me for not listening to her! All I could say was, "But Mom, *IT FLEW!*"

That beautiful, one minute (or so) flight was a stimulus that affected my entire life! I continued to build models (more successfully!), then learned to fly while in college. I achieved a commercial license and instructors rating. After instructing for about 6 months, I joined the Air Transport Command of the USAAF. After the war I flew with United Airlines for 36 years. In 2003 I sold my Cessna 182, ending 62 ½ years – and nearly 27,000 hours of flying!

I love Free Flight and appreciate the high performance climbs and beautiful glides today, but for me, nothing will surpass the memory of that 3 ½ pound *Quaker Flash* with it's underpowered Baby Cyclone running smoothly at 4000rpm or so, climbing very slowly and majestically over our farm!

(If anyone is wondering what I flew during WWII, it was a Comet Interceptor – with an O&R 23....)

- Francis Sibley

CIA 27th Annual Contest Results
OLD TIMER – NOSTALGIA – CLASSIC POWER
June 24/25 /12 3

1/4A Nos. Gas {5 Fliers}

1.	Gene Wicks	342.
2.	Rudy Kluiber	336
3.	John Oliver	331

B Nos. Gas { 6 Fliers }

1.	Gene Wicks	569
2.	Bob Mattes	480
3.	Charles Harper	470

A/B/C Fuse OT Gas {5 Fliers }

1.	Gill Morris	247
2.	Elmer Jordan	244
3.	Bob Edelstein	238

C Nos. Gas {3 Fliers }

1.	Gene Wicks	1080
2.	Dick Covalt	1021
3.	Jack Marsh	217

Sm. OT Rubber Stick {1 Flier }

1.	Bill Jackson	120
2.		
3.		

!/2 A Classic Power { 6 Fliers }

1.	Jack Marsh	418
2.	Hank Sperzel	321
.3	Charlie Harper	305

Early 1/2A Nos. Gas {5 Fliers }

1.	Elvin Buchele	360
2.	Keith Fullmer	311
3.	Gene Wicks	272

C/D. Classic Power {4 Fliers }

1.	Hank Sperzel	780
2.	Jack Marsh	563
3.		

Small OT Rubber Fuse { 3 Fliers }

1.	Bill Jackson	344
2.	Lee Campbell	188
3.	Roy Stewart	86

1/2A Nost Gas { 6 Fliers}

1.	Keith Fullmer	581
2.	Lee Campbell	360
3.	Gill Morris	353

A Nos. Gas {4 Fliers }

1.	Keith Fullmer	580
2.	Charlie Harper	519
3.	Bob Edelstein	414

A/B. Classic Power {7 Fliers }

1.	Hank Sperzel	900
2.	Charlie Harper	838
3.	Bob Mattes	733

.020 Replica {4 Fliers }

1.	Rudy Kluiber	354
2.	John Oliver	273
3.	Elmer Jordan	149

Lg. OT Rubber fuse{ 1 Flier}

1.	Lee Campbell	288
2.		
3.		

A/B/C Pylon OT Gas {4 Fliers}

1.	Gill Morris	360
2	Dan Harshman	338
3.	Bob Edelstein	301

OT HLG/CAT {10 Fliers}

1.	Guy Scott	286
2.	Bill Reuter	281
3 3.	Rudy Kluiber	187

OT Gas {Glow } {3 Fliers }

1.	Elmer Jordan	339
2.	Bob Watson	268
3.	Hank Sperzel	244

Nos Rubber/Wake Comb.{ 2 Fliers }

1.	Bill Jackson	360
2.	Paul Masterman	355
3.		

Large OT Rubber Stick { 2 Fliers }

1.	Roy Stewart	360
2.	Bill Jackson	278



C.I.A. 34th Annual Free Flight Championships

NATIONAL CUP, AMA, and NOSTALGIA
AMA Flying Site – Muncie, IN September 16,17, 2006
This is an AMA "AAA" sanctioned category III contest.

Saturday, Sept.16th, 8-5 EDT

Jr. P-30
Jr. HL Glider
Jr. 1/2A Gas
HL Glider
1/2A Classic
Moffett
AB Gas
Electric AB
C Nos Gas
F1H
AB Classic
1/2A Nos Gas
¼ Nos Gas
.020 Replica

Sunday, Sept. 17th, 8-5 EDT

P-30
Jr. Catapult
OT Gas combined (ignition only)
Catapult
Jr.1/2A Classic
Nos Rubber
Jimmie Allen
CD Gas
Mulvihill
Classic Towline
CD Classic
B Nos Gas
1/2A Mini Pearl
A Nos Gas
1/2A Gas

***All events are J-S-O combined except for the Junior National Cup events.**
***AB Gas and CD Gas are combined for award purposes only.**

Entry Fee: $15. Juniors, $0. **Coffee and donuts each morning.**

Awards: Awards to 3 places.
*Hi-Point Awards for three categories – Power, Glider, and Rubber.
*Bob Larsh Perpetual Trophy for high time by a Junior or Senior in OHLG.
*Steve Frazier Memorial Trophy for high time in 1/2A Gas.

CDs: Phil Sullivan (765)640-2921 Moe Whittemore (317)861-4266



Mid American Free Flight Champs & SAM Fly-In

Fall Festival - Oct. 7 & 8, 2006

Mid American Air Center, Lawrenceville IL.

Sponsored by the St. Louis Thermaleers and NX 211

A Free Flight National Cup Contest and SAM R/C Contest

Saturday, 9:00 AM – 5:00 PM

Jr/Sr/Open Free Flight Events

B Gas, D Gas, 1/4A NOS, A NOS, C NOS, A/B Classic Power, Mulvihill, NOS Rubber, Classic Towline

Sr/Open Events

½A Gas, P-30, HLG

Junior Events

½A Gas, P-30, HLG

SAM R/C Events

1/2A Texaco, A Texaco, C Ignition L.E.R., O&R Sideport, SAM Electric L.M.R., Shilen e-Wakefield

Sunday, 8:00 AM – 4:00 PM

Jr/Sr/Open Free Flight Events

A Gas, C Gas, 1/2A NOS, B NOS, Early 1/2A NOS, C/D Classic Power. Moffett, NOS Wakefield

Sr/Open Events

½A Classic Power, CLG

Junior Events

½A Classic Power, CLG

SAM R/C Events

1/2A Texaco Scale, C Glow L.E.R., Brown Junior L.E.R., SAM Electric Texaco, Fox-a Coy, Shilen's e-Unlimited, Eut Tileston Spirit of SAM

Entry Fee **$10 for any and all FF and SAM events. - Juniors Free**

Awards **Certificates will be provided through 3rd place. No awards will be mailed. Daily awards will be given 30 minutes after the official flying time. High-Point awards for Power, Rubber, Glider, and SAM R/C.**

CDs **Free Flight - Bob Mattes 636-447-9580 or bobmattes@charter.net**

SAM R/C - John Schifko 314-353-3978 or winddrifterRC@aol.com
R/C Electric- Cal Ettel 314-831-5031 or cettel1@earthlink.net

See page 2 for field and event specific rules.

10.

General Field Rules

1. Registration after 8 AM either day. Flight times noted above for Free Flight and SAM events.
2. Field may be open Friday after 5 PM for test pending wind conditions.
3. Retrieval bikes/ATVs are permitted. Bikes/ATVs are not permitted in fields with standing crops.
4. All entry and exit from the field shall be at the Sailplane Hangers at the North End of the field.
5. RVs may be parked overnight in the grass area outside the fence by the sailplane hangers.
6. **No one is permitted to cross the active runway by any means (foot or bike/ATV). Crossing the active runway will result in immediate removal from the contest and loss of all flight times and awards. When approaching the active runway all persons shall stay at least 50 feet from the edge of the paved surface. If a model lands within this 50 foot buffer or on the runway the model shall be immediately retrieved on foot with special care to observe any full size aircraft approach. All entry into and out of the 50 foot buffer shall be at 90 degrees to the runway. If the model is on the far side of the runway, either within the 50 foot buffer or beyond, the retriever shall proceed around the end of the runway on foot for retrieval. Bikes and ATV may be used for retrieval on the far side of the runway only if the gravel/dirt roads are used to gain access to the general area. Once on the far side of the runway retrieval shall again recognize the 50 foot restriction.**

Free Flight Specific Rules

1. All flying will be Category III per AMA/NFFS rules except; maximum flight times for regular and fly-off flights for all events may be modified by the CD to help avoid landing in or over-flying hazardous areas or airport boundaries. Any such modification will be made each day before the start of the contest based on projected wind speed and direction. Should conditions deteriorate beyond projections, flying will not be allowed which has a high probability of crossing the active runway or permanent airport facilities. All efforts will be made to locate the flight line as far upwind as possible.
2. Brief meeting at 9 AM at scoring table/area on Saturday and 8 AM on Sunday.

SAM events will be flown per SAM rules except for the following:

SAM ELECTRIC TEXACO
Any SAM approved Old Timer.
Design may be scaled.
Minimum wing loading 8 oz/sq ft.
7 NiCd cells 800AR or less; rated only; Unbranded cells will be subject to weight check.
Any method OK for controlling motor speed.
Any electric motor, including brushless, is Ok.
Gearbox optional.
Prop may not fold in flight
Fox-a-Coy - Fox or McCoy .35 stunt engine with 4 attempts for 2 official flights. All other glow rules apply.
Shilen Electric - Rules can be found at http://www.cometkid.com/shilen.html .
Brief meeting at 9 AM at scoring table on Saturday and 8 AM on Sunday.



'MÉLIÉ...'
(TO, BOLLERS!)

The INFORMER

CENTRAL INDIANA AERO MODELLERS

2348S, 700W
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IN
46163

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Issue No. 3 - 06

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