CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **

If crows fly high,
winds gonna die!!

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On the Inside…..

- Upcoming CIA Awards Banquet Particulars!
- The 'Mandatory' 3-view!
- Miscellaneous Area Contest results!
- Good Reading – articles furnished by Bob Saunderson & Bob Larsh.
- Some Blasts from the Past!.

Free Flight Schedule for 2009

March 21	CIA Awards Banquet	Bickels Banquet Room, Anderson, IN
April 3	Toledo Show	
May 14-16	*Midwest State Champs and Hoosier Cup FAI, Chuck Markos	
May 27-31	USIC NATS, Johnson City, TN	
June 20-21	*CIA Nostalgia/OT contest, Gilbert Robbins	
June 27-28	*Inter City, Balsa Bugs, Bill Shailor	
July 26	*Jr. FF Team Selection, Art Ellis	
July 27-31	*USOC, CD TBA	
(Entire *NATS, June 29-Aug. 2 *Helicopter WC Aug 3-11)		
Aug. 22-23	*Chicago Aeronuts, FAI Invitational, Chuck Markos	
Sept. 5-6	*COFFC Contest, Gene Bowers	
Sept. 10-11	*FAC Contest	
Sept. 12-13	*CIA Regional Champs, Phil Sullivan	
October 2	*1-Design Contest, Rudy Kluiber	
October 3-4	*NOFFA Contest, Rudy Kluiber, and CIA Ted Dock Memorial FAC Contest, Lonnie Kinder	
October 17-18	Lawrenceville Contest, Bob Mattes	(*AMA Site, Muncie, Indiana)

A Call For Papers!!

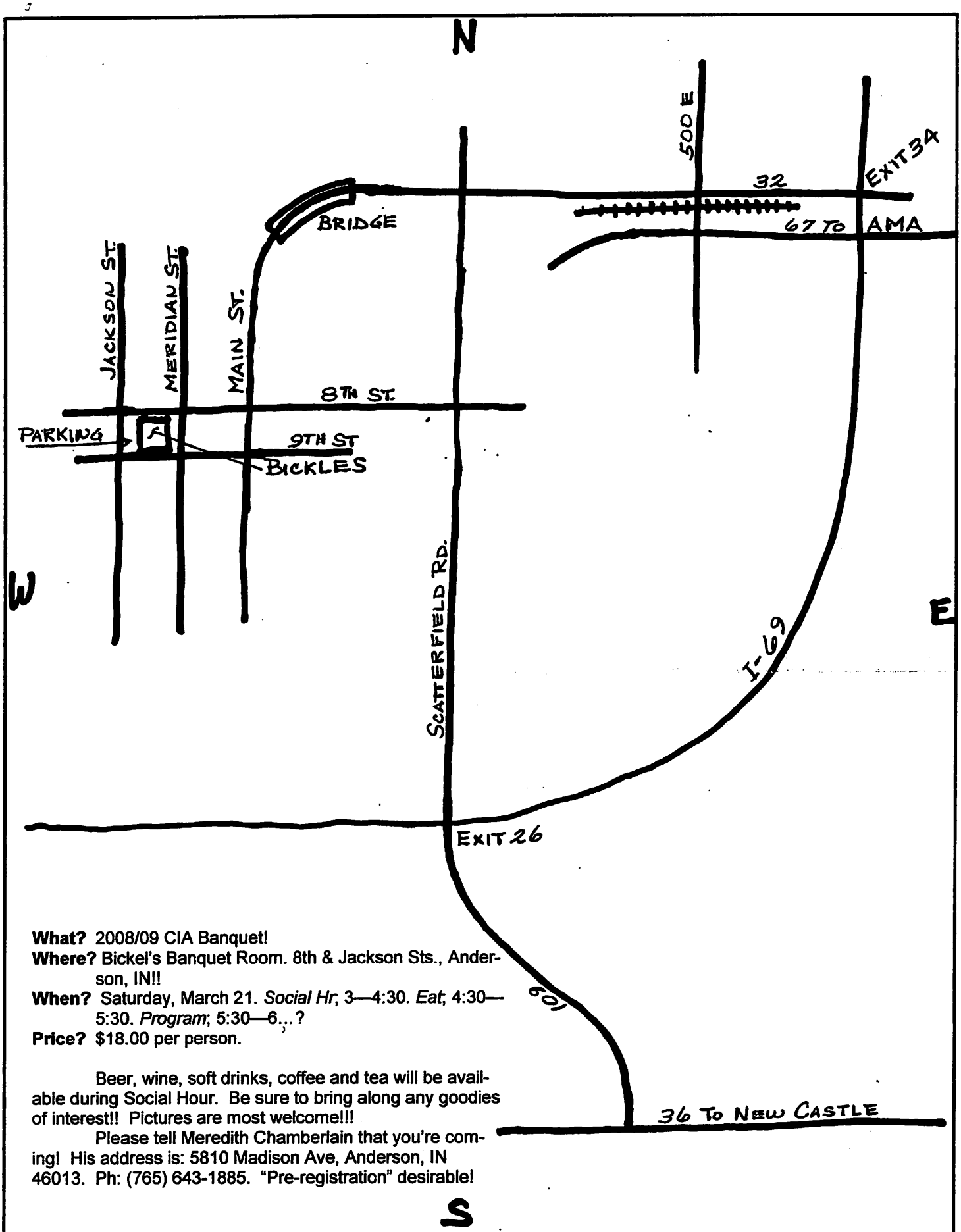
Hi, All! I promise to get this rag out on schedule – provided that I get enough material input from our readers. I'm past the point of dreaming up most of the stuff alone, hence the sporadic recent releases. (But for contributions of a stalwart few, the Informer as we know it would've died a few years ago....)

Any material is welcome: tech articles; pictures; cartoons. Anything!! Coverage of the "emerging classes" of electric flight and discus launched gliders – both Outoor and Indoor – would be greatly appreciated, along with your thoughts as to their impact on current rules.

And how about some input as to the status of radio D/T hardware? What's the lightest stuff currently available, etc., etc. It's a short step to integrate radio D/T into F1A and F1C timing packages, as they're already highly electronic – and programmable. But what's new in the "add-ons" more commonly used in AMA, NOS and SAM airframes.

Just a few things to consider.... By the way, many, many thanx for your loyalty to this rag!!

- *Moe Whittemore*

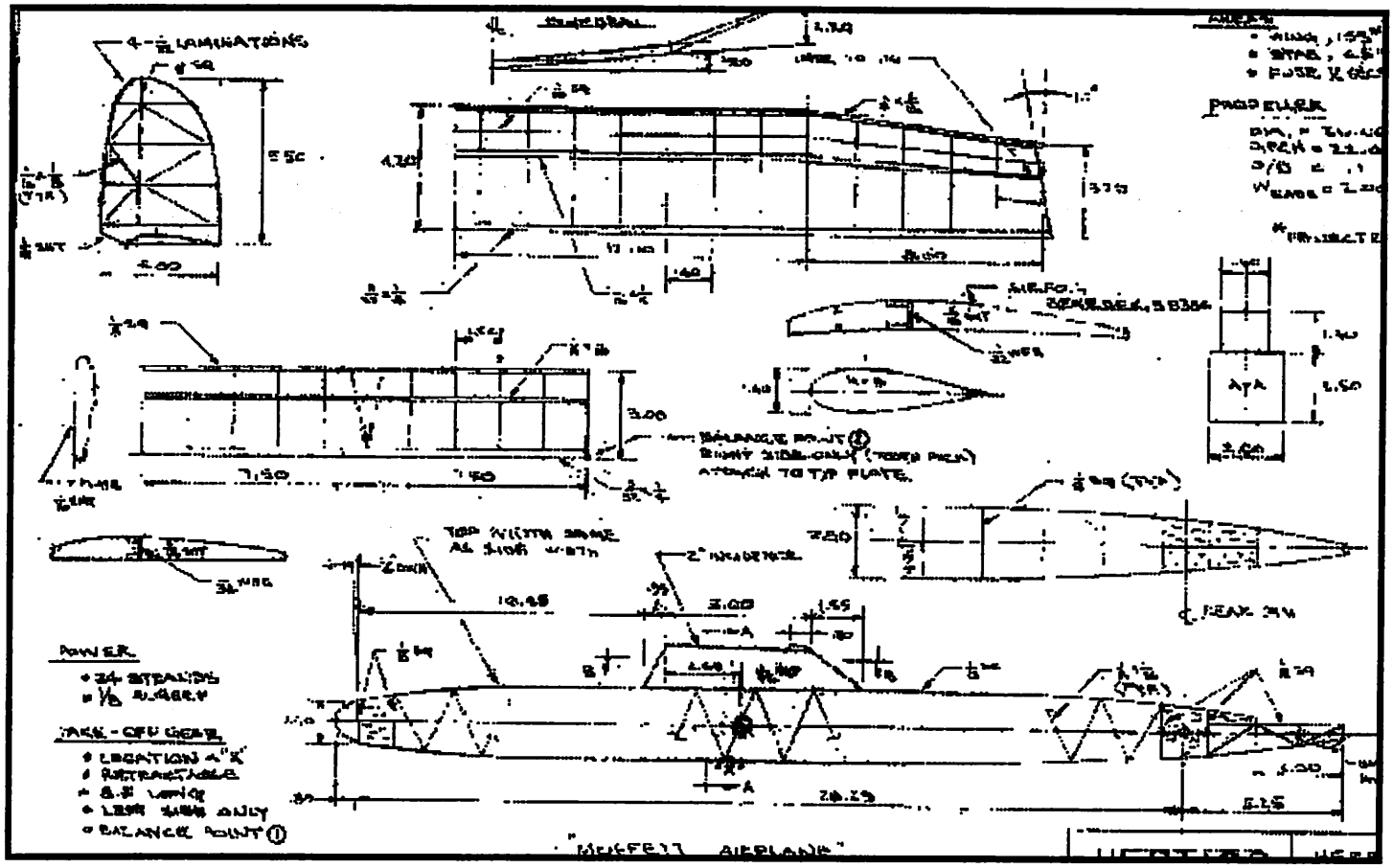


What? 2008/09 CIA Banquet!
Where? Bickel's Banquet Room. 8th & Jackson Sts., Anderson, IN!!
When? Saturday, March 21. *Social Hr*; 3—4:30. *Eat*; 4:30—5:30. *Program*; 5:30—6...?
Price? $18.00 per person.

Beer, wine, soft drinks, coffee and tea will be available during Social Hour. Be sure to bring along any goodies of interest!! Pictures are most welcome!!!

Please tell Meredith Chamberlain that you're coming! His address is: 5810 Madison Ave, Anderson, IN 46013. Ph: (765) 643-1885. "Pre-registration" desirable!

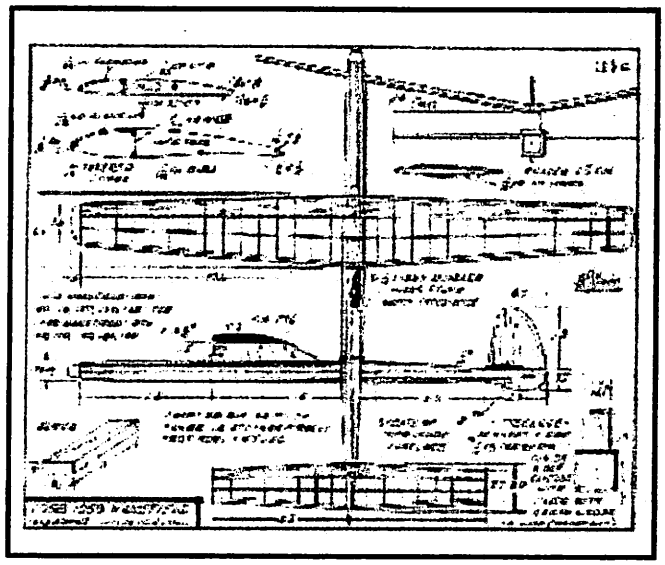
A Half Century Between Kothe's Wakefield and Moffett



Kothe 2007 Moffett Champ

Moffett is comparable to competing in the Wakefield's of the 1950's and 60's.

Herb Kothe



Kothe Wake 1957

Herb Kothe competed in five F1B world championships, the Wakefield in the fifties and sixties. F1B has have evolved into higher and higher tech. Herb is now a regular in the Moffett Trophy event at the AMA Muncie Nationals. In 2007 Kothe won the trophy. Three views above show configuration similarities between Herb's designs. Wakefield has always had a weight rule and after becoming an FAI event limited motor size was added. Moffett retains a cross section rule, the take off gear, ROG and a weight rule on airframe and prop. The original AMA Moffett rules in the 1930's were similar to the SMAE Wakefield specs.

THE MOTHER OF ALL THERMALS

By Bob Larsh

Forget your Bong Boomers, Muncie Manglers and Dayton Devastaters. They pale by comparison. Read on. In 1964 the Indianapolis modelers scheduled a non-AMA handlaunch glider and ½A gas meet to be held May 17 at the old military airfield near Converse, Indiana. The inactive field was used by the Bunker Hill Army Air Force Base for practicing touch-and-go landings in the 1940s and in the 1960s by modelers and a few light planes.

The airfield was unique in that it had a sprawling patch of concrete five-eights of a mile wide in all directions and a large swath of grass surrounding the concrete with no hangars to get in our way.

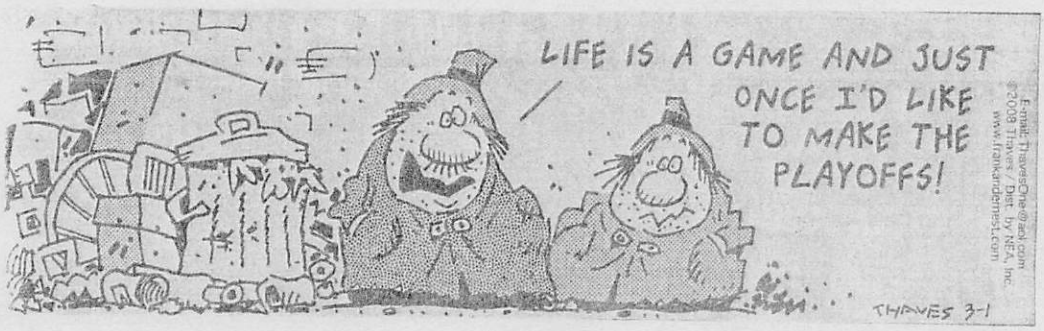
We had unusually hot spring days prior to the meet and contest day was no exception. In all twenty-six open glider and twenty-one gas flyers signed up to compete. We made up our own glider rules by allowing fifteen official flights, counting the best three. Since it was a nice, calm day, it was decided to go for broke and not have max flights for gliders. Never having flown at this site, we found we were in for quite a spectacular flying day as witnessed by gliders and ½As soaring around the field on early morning test flights.

Official flights started and all you had to do was get a decent recovery from the climb and the building thermals would do the rest. By late morning the good glider flights would soar up to about 250 feet and cruise and by mid afternoon they would climb up to and top out about 400 - 450 feet. We would have nine or ten gliders soaring around at the same time and timers had to stay sharp or they could be tracking the wrong model which did happen.

The longest flights were from gliders that had centered themselves in the middle of the concrete and, due to a light variable breeze, would start descending after drifting past the concrete and over the cool grassy areas. It now was apparent that a huge stationary and bouyant warm air bubble had formed over the concrete and built up to a fixed height. The unusual heat for this time of year and perhaps atmospheric conditions involving humidity and barometric pressure all contributed to this phenomenon.

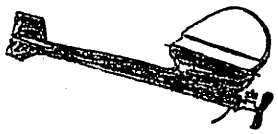
I still have the Open glider contest timing results. Times were quite high with one flight topping twenty-one minutes. Others posted several ten and eleven minutes with many flights over the five-minute mark. First place total for three flights was 23 min. 49 sec. Second was 22 min. 6 sec. Third, 17 min. 50 sec. Fourth, 15 min. 5 sec. Fifth, 14 min. 24 sec. and so on. The ½A results have been lost but Dick Covalt had his ½A hang high in the bubble over forty minutes after the D/T deployed.

We attended a couple more contests at Converse later that year but never saw conditions like that again. It was something those in attendance still talk about and will never forget despite the sore arms and necks.



INDIANAPOLIS INDIANA FREE FLIGHTERS 5TH

- MODEL AIRPLANE CONTEST -





SUNDAY MAY 17 1964 10 A.M. TO 5 P.M.

EVENTS: ½A GAS - ALL AGES COMBINED
HAND LAUNCH GLIDER 17 YEARS & UNDER
HAND LAUNCH GLIDER 18 YEARS & OVER

PRIZES: ENGINES, KITS, CASH, MERCHANDISE, SPECIAL TROPHYS - WILL PAY TO AT LEAST 5 PLACES EACH EVENT -

ENTRY FEE: $1.00 FIRST EVENT - .50 & 2ND EVENT OPEN - 50 & EACH EVENT JUNIOR CLASS

RULES: ENGINE RUN & FLIGHT LIMIT TO BE DETERMINED CONTEST DAY. NO VTO - HAND LAUNCH WILL HAVE 15 FLIGHTS - BEST 3 COUNT.

FLYING SITE: CONVERSE AIR FIELD, LOCATED APPROX 1½ MI. WEST OF CONVERSE INDIANA ON RD #18 SOUTH SIDE. LOOK FOR ACCESS ROAD TO FIELD PROPER AND FOR CONTEST SIGN. CONVERSE IS 14 MILES EAST OF KOKOMO IND. AND 7 MI. NORTH. LEAVE CARS IN PARKING LOT. FACILITIES ARE IN NEARBY CONVERSE.

CONTEST DIRECTOR: BOB LARSH, 45 SO. WHITCOMB, INDIANAPOLIS, IND. PHONE: CH 42354

THE PRIZES ARE DONATED BY INDIANAPOLIS HOBBY DEALERS

ED SCHOCK'S HOBBY SHOPS - BROADRIPPLE - EAGLEDALE PLAZA - GLENDALE PLAZA -
BOB STEEL'S HOBBY CENTER 6113 EAST WASHINGTON ST. -
EDWARDS VARIETY STORE - LES PRUIT PROP. 5243 ROCKVILLE RD. -
PEAL'S TOY & HOBBY SHOP 2629 SHELBY -
LES' HOBBIES & TOYS NORA PLAZA -
CHARLIE BROCKMAN'S TOY & HOBBY SHOP 5910 CRAWFORDSVILLE RD. -
AL'S TRAIN & HOBBY SHOP 611 MAIN ST. IN BEECH GROVE -

— COME OUT AND FLY - EVERYBODY WELCOME —

MINUTES OF THE JANUARY 20th, 2009 MEETING

The meeting was called to order at 7:20pm. The meeting was held at the Anderson airport.

Members in attendance: Gib Robbins, Phil Sullivan, Dick Covalt, Meredith Chamberlain, Don Frasier, Tony Saunderson, Lonnie Kinder, Lee Campbell, Marty Ritchie, and Pat Murray.

Minutes of the January 5th meeting were read. The minutes were approved on a motion by Dick Covalt, seconded by Lonnie Kinder.

ANNOUNCEMENTS and CORRESPONDENCE

Tony announced that the Midwestern States Indoor Championships in Champaign, Illinois would not be held this year.

OLD BUSINESS

Lonnie Kinder said the events for the Ted Dock Memorial would be the same as last year.

NEW BUSINESS

Lonnie Kinder talked about an unofficial get-together for FAC flyers to show and trim their new models. A tentative date of May 6th and 7th was proposed.

Phil Sullivan suggested that the meeting minutes be published in the Club newsletter.

SHOW and TELL

Dick Covalt talked about his participation in the King Orange contest. He said 55 contestants entered.

Marty Ritchie showed his Blohm and Voss BV212 electric ducted fan model powered with a Mibuchi electric motor. The model is painted with Model Master Enamel. Marty also showed the framework of his XB-70 Valkyrie. Information about the Valkyrie can be found on the web at Small Flying Arts.com

Marty talked about his idea to help model retrieving by using a rifle scope mounted on a tripod as a tracking device.

Pat Murray showed his Stinson SR7 for FAC Rubber Scale. He also showed his P-38 built for Jumbo Rubber. The P-38 has a wingspan of 36", and was built using an enlarged plan from a Comet kit.

The meeting was adjourned at 8:40 pm on a motion by Don Frasier seconded by Lee Campbell.

COVERING MODEL STRUCTURES WITH TISSUE

A Tutorial by Robert Hatch, SAM Chapter 8, Pacific Northwest

There is a variety of tissue products available for covering model aircraft. They generally fall into one of two categories; Domestic or Japanese. Excellent results can be obtained utilizing domestic tissue and it is available in a rainbow of colors. However, it is usually made with more coarsely ground pulp and is heavier than oriental tissue. Perhaps the best known of these is Esaki... a standard for many years. It's currently available in basic colors and they don't run when wet. It's light, relatively strong and available from a number of different sources one may identify as "Esaki Tissue" on the internet. Esaki is suitable for any size and type of aircraft from Peanut Scale to "B" size gas models when properly applied and finished.

There are even lighter materials available which are used by individuals specializing in indoor and small rubber powered scale models. Gampi tissue and condenser paper are two such products, both available from internet sources. Gampi is handled much like Esali. The advantage with condenser paper is, it does not pass air, (unlike the author of this article), and therefore does not require any weighty coating.

The following tools are essential:

1. New double edged razor blades. (These become dull quickly when trimming tissue).
2. A good, sharp pair of scissors.
3. A sanding block with 220 grit aluminum oxide paper attached.
4. Various grades of aluminum oxide paper – 220 and finer.
5. A hobby knife with a #11blade.
6. A round, pointed synthetic artist's brush...about size 8.
7. A flat, synthetic artist's, about 1 inch in size.
8. A spray bottle that delivers a fine mist of water.

Materials required:

1. Tissue
2. Rubbing alcohol and/or water.
3. Non tautening dope and compatible thinner...preferably nitrate.
4. Fuel proofer if using glow engines.

No covering job is better than the preparation of the airframe underneath. Once the basic structure is complete, considerable time should be spent with sandpaper and sanding blocks to contour, remove pumps, sawyer's marks, rough edges, excess glue, fuzzies and the like. If the airframe has a round fuselage, sand scallops between the stringers. It's surprising how covering will accentuate any defects underneath.

Once the structure is SMOOTH, it's time to apply the adhesive. On smaller aircraft the dope can best be applied with the round brush. Use both of them on larger frames. It is important that every part of the structure that will be in contact with the covering be doped. If not, those balsa areas not sealed will absorb the dope applied over the tissue and will cause an unwanted blotchy effect.

Modelers use two kinds of dope...butyrate and nitrate. Up until the time Ray Arden introduced the glow plug we all used nitrate. However, it did not stand up to glow fuels and butyrate was introduced to cure the problem. It did...to a certain extent but some of the stuff the circle burners were putting in their mixes went right through it. A variety of final finishes sold as "fuel proofers" have appeared since. The best are two-part epoxies which seem to withstand any fuel mixture.

Butyrate does not have a good reputation within the stick and tissue fraternity. To quote Mr. AA Lidberg, butyrate has, "no redeeming qualities, poor adhesion, NOT really fuel proof, and clouds tissue colors". Most of us use

nitrate which usually arrives in the shop undiluted. When preparing dope, the first additive should be a plasticizer...especially when the dope will be applied to lightweight buildups. For really lightweight structures, 20 drops of TCP per ounce of raw dope should be added. Use 10 drops per ounce for larger models. (TCP stands for tricresyl phosphate and is also called tritolyl phosphate). This is not found in your local hobby shop but in a chemical supply house. The last I bought came from Spectaum Chemical Mfg. Corp. located in Gardenia California.

Once the plasticizer has been added, cut the dope to a 50/50 mixture with nitrate thinner...or you can purchase "non tautening" nitrate dope from either *Sig* or *Randolph*. *Sig* is more expensive by unit volume, but *Randolph* is only available locally in gallons. Suggestion...buy *Randolph* and divide with friends.

Apply four coats of the prepared dope to every surface on the framework that will come in contact with tissue. Carefully sand off the fuzzies with fine sandpaper after each coat. When you are absolutely sure the structure is smooth, it's time for covering.

Although tissue is a wonderful material for our use, it does have one shortcoming...it does not like compound curves. There are modelers who can work with wet tissue... it's very difficult and requires tissue that has good "wet strength". I find that I waste a lot of material in attempts to cover compound surfaces and have become a "dry technique" builder.

Good tissue, like Esaki, has a grain which is easy to find by tearing a corner. The tissue should always be applied with the grain parallel to the long dimension of the part being covered. The four coats of dope you previously applied to the structure is the adhesive that holds the tissue. If the airplane is "square", (Powerhouse), I like to start with the top of the fuselage. Cut a piece of tissue and lay it on the structure. Use the pointed brush and thinner to adhere the tissue. Start forward and then tack it at the back. Work back along both sides evenly... gently pulling the tissue smooth as you go. If you get a wrinkle, go back with the thinner; soften the dope and smooth things out. When you have it right, trim the excess with a sharp razor blade, then apply a coat of dope all around the perimeter and work the edges down tight. It sometimes helps to use a little water or saliva on a finger to make the tissue conform to the round edge you sanded into that upper longeron.

With the top covered, proceed to the bottom of the fuselage and repeat the process. With that completed the next step is to be sure there is enough dope, (adhesive), around the edges of the sides to hold the tissue. Use a small brush to apply two more coats of dope to the upper and lower longerons. Cover the sides, trim the excess tissue and carefully seal it down using the same techniques you used earlier.



Bob Hatch and tissue covered Lanzo Airborn

Round fuselages are an entirely different matter. The time honored method is to cut lengthwise strips of tissue, (called "gores"), and cover the area between each pair of stringers individually. Once a strip has been applied and it's edges trimmed, two coats of dope are applied on the edges of the gore so the next one will adhere properly. All this requires careful fitting and trimming, especially on the last strips top and bottom. These cannot be trimmed in place. It's time consuming and tedious. So, the next time you see a really nicely covered Grumman Wildcat, offer the builder congratulations.

Prior to covering an undercambered wing, it's best to put an extra two coats of dope on the bottom of each rib. Cover the lower surface first. Cut a piece of tissue about one half an inch oversize and lay it on the wing. Use thinner to tack down the four corners. Then, starting at the center section, move evenly along the leading and trailing edges toward the

tip, attaching the tissue with thinner and gently pulling out the wrinkles as you go. Again, you may have to use thinner in the trouble spots to loosen the dope and pull out the puckers. With the tissue in place and reasonably smooth, use the pointed brush to run a line of thinner down the length of each rib. Follow up with finger pressure, forcing the tissue down on the rib. Repeat the process for each rib. Then turn the wing over, and using the same pointed brush, carefully run a seam of dope chordwise along the joint between the rib and the tissue on both sides of the rib. I have never had a lower surface detach from the ribs using this method.

The top surface is not as tedious, except possibly the tip. If it's round, cover out to the last full size rib and trim. Add a couple of extra coats of dope to the top of that last rib and then cover each remaining bay individually. Sometimes two can be done at once. Two extra coats of dope are required around the perimeter of each open bay for good adhesion.

Most fins and stabilizers are relatively flat and are not difficult. Undercambered stabs are handled in the same way as similar wing surfaces...ditto for elliptical tail areas.

Once the airframe is covered, it should be checked for any tissue-to-structure joints that are not well attached. The dope-finger-water method will fix most irregularities. Trim any excess tissue. A sanding block lightly applied at 45 degrees to straight sections such as trailing edges will remove any excess tissue very nicely. Finally, seal all edges with dope and sand away any fuzzes with very fine sandpaper.

It's time to shrink the tissue. Either water or rubbing alcohol will do the job. Water is the most aggressive; alcohol is less so and dries much more rapidly. Look for a spray bottle that puts out th finest mist and as few big droplets as possible. The best ones I've found are hairspray applicators. Hold the surface to be sprayed vertically and the sprayer about a foot away. That way, the bigger droplets don't get to the tissue. Do not force the drying with either heat or forced air. Allow the tissue to shrink at room temperature to minimize warping.

Very delicate structures require special treatment to avoid warps. Pre-shrinking tissue is perhaps the most important. Build an 18"X24" frame out of hardwood stock. Apply four coats of dope. Then cover with tissue, spray with water and allow to dry. Trim the tissue from the frame. Construct a frame from ¼ inch balsa that supports the leading and trailing edges of a wing or tail and fasten it to a flat surface. Cover the wing/tail with the preshrunk tissue, spray it with alcohol, (NOT water), and quickly pin it down to the ¼ inch frame. Let this dry at least overnight; longer is better. Remove the wing/tail from the frame. If dope is required, use one coat of thin, plasticized material on those areas which will not come in contact with the ¼ inch frame and pin it back down to dry.

Now, if everything has gone well, it's time for finishing. The dope has been plasticized and thinned. Use the flat brush and apply a very light coat to all surfaces. At this point be very careful not to slosh on a heavy application. The tissue is quite porous at this stage and dope will pass through and puddle on the inside of the surface which would make it heavy and unsightly. On the first coat, try to load the brush very lightly and scrub the dope into the tissue a small area at a time. How many coats? That depends entirely on the model and how it will be used. I find that peanut scale sized airplanes do not require more than two coats of thin dope. Medium sized, (36" span), rubber and electric models will take about four coats and bigger airplanes will require more. Gas models should probably have at least five or six coats...the same for glow-powered models so long as there is NO nitromethane in the fuel. If you are flying glow power with nitro, you should overcoat the dope with a two-part epoxy. Omit this step and you will be the proud owner of a soggy mess.

Registration numbers and decorations can be cut from tissue and attached to a doped surface with a careful application of thinner. Be very careful with the alignment prior to the thinner application This should be done after the first coat of dope has been applied to the airplane. If applied late in the painting process they won't have the same sheen as the rest of the surface and will stick out like a sore thumb.

Earlier, I forgot to tell you that Esaki and some other tissues have two distinct sides. (Well, maybe not too distinct). If you examine a sheet carefully, you will find there is a shiny side and a dull side. The shiny side should be on the exterior surface.

A tissue covered airplane which has been properly finished will last a long time. I have an 020 Replica Playboy that went 20 years before requiring a complete recover. The principle enemies of tissue covering are light, (UV), moisture and, in some cases, fuel. Rubber lube also helps hasten deterioration. So, if you want your models to last a long time, build a box for 'em. Keep 'em cool and dry and be damn sure you have a dependable DT that is lit, or wound and running when you launch.



N.O.F.F.A. ANNUAL FREE FLIGHT MEET

Oct 4-5, 2008

FINALLY ! – After a contest season of rainy days and windy days and sometimes rainy and windy days, the NOFFA/Ted Dock Memorial contests hit it rich. A weekend of bright blue skies, balmy temperatures, light winds and plenty of thermals made for perfect flying conditions. Early morning temps were quite nippy, but the sun warmed things up to the mid seventies by afternoon. A total of 34 entrants from five states put in a total of 305 official flights for the two days. Some of the excellent performances included Dick Covalt winning AB Classic, AB Gas, CD Classic and CD GAS with his Twice Pilferred Pearl design. Dick had the high time of the meet with an 858 in AB Gas. He was followed in that event by Guy Scott with a 740. Charlie Harper flew one of his Ramrods into first in B NosGas with a 734 and Hank Sperzel took AB OT Pylon with a 720 flying an ED Hunter powered Alert. Ed Konefes had a hat trick plus one winning Moffet. Mulvihill, OT Rubber and Nos Wake/Rubber. Gene Wicks took 1/2A and A NosGas with his familiar T-Birds. We were also glad to see Jr's Caleb Scott and Klye Gerspacher flying as well as Sr flyer Shane Steinbach. After the three flyers each battled it out for four rounds of mass launch catapult flying. The ultimate winners were the team of Mekina, Gerspacher and Oliver who nosed out second place Sullivan, Scott and Wicks by one point. While the schedule is tentative at the time of this writing, we hope to combine with the Memorial Meet again in October of next year.

Junior Cat Glider
K Gerspacher 100

Junior HL Glider
K Gersspacher 181
C Scott 34

C/D Classic
R Covalt 480
C Harper 475
J Noble 120

020 Payload
E Jordan 226

ABC OT Fuselage
B Edelstein 257
E Jordan 207
B Placier 181
H Sperzel 99

ABC OT Pylon
H Sperzel 720
D Harshman 546
E Jordan 314
B Edelstein 240

020 OT/1/4A Nos
B Edelstein 417
J Oliver 342
R Carlson 227

Nos Rubber/Wake
E Konefes 641
B Walter 440
OC Stewart 376

P-30
B Walter 303
S Steinbach 166
L Campbell 158

Mulvihill
E Konefes 440
OC Stewart 415
L Campbell 120

1/2A Classic
H Sperzel 209
B Reuter 207
G Robbins 204

Ramrod 250
B Reuter 199

C Nos Gas
G Christensen 710
G Wicks 432
C Harper 329

OT Rubber
E Konefes 540
B Perkins 360
E Sneed 334
OC Stewart 289

½ Gas
H Sperzel 308
R Covalt 120

AB Gas
R Covalt 858
G Scott 740
C Harper 360

C/D Gas
R Covalt 749
G Scott 600
A Saunderson 120

Cat Glider
J Mekina 337
B Reuter 304
D Gerspacher 282
J Oliver 189
JBM Griner 178
J Gerspacher 110

1/2A Nos
G Wicks 440
B Watson 317
B Edelstein 237
G Christensen 213

A/B Classic
R. Covalt 600
B Watson 581
G Robbins 470
C Harper 444
H Sperzel 360

Moffet
E Konefes 360
B Walter 274
E Sneed 120
K Fryling 90

HL Glider
Bill Schlarb 360
D. Gerspacher 324
J. Mekina 317
P Sullivan 202
JBM Griver 24

B Nos
C Harper 734
G Wicks 700
B Edelstein 120

Classic TL
B Schlarb 406
C Riedel 325
B Reuter 231

A NosGas
G Wicks 600
B Watson 590
C Harper 120

NOFFA 3 Man Catapult Challenge Cup
OCT, 2008

Joe Mekina 20 Points
Dave Gerspacher
John Oliver

Phil Sullivan 19 Points
Guy Scott
Gene Wicks

K Gerspacher 11 Points
Caleb Scott
Jeff Gerspacher

Bill Reuter 10 Points
Hank Sperzel
Vicki Wicks

The **INFORMER**

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46163

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Dick Covalt
Vice President
Lonnie Kinder
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Tony Saunderson
Treasurer
Meredith Chamberlain

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