CENTRAL INDIANA AEROMODELLERS

INFORMER

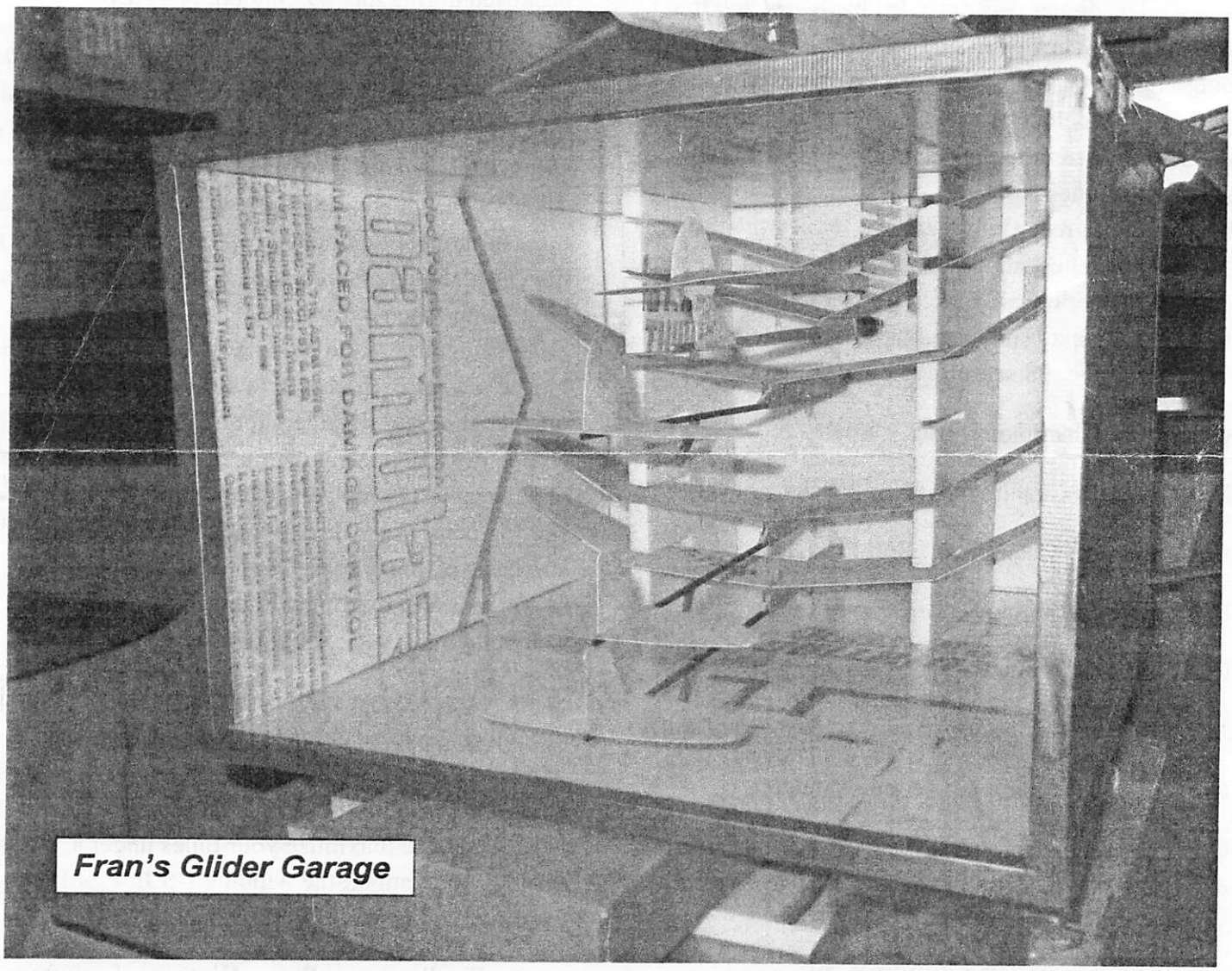
FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **

When grass is dry at morning light,
Look for rain before the night!

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Fran's Glider Garage

On the Inside…..

- CIA Awards Banquet Wrap-up!
- The 'Mandatory' 3-view/Plan!
- Some Useful Hints 'n Tips!
- Good Reading – articles furnished by Hank Sperzel & Jim Bennett
- And a couple of ***Blasts from the Past***!.

2008 CIA Awards Banquet of March 21, 2009

And a good time was had by all! (No wonder; in a former life, Bickel's Restaurant was a hobby shop!) The last few years, we've been starting the soiree in late afternoon – which gives plenty of time for socializing, inspecting the sho'n tells (one of which is on the front page) and giving the out-of-state travelers a chance to avoid too much night driving afterwards!

The dinner was preceded by **Jean Covalt**'s invocation. When everyone was sufficiently stuffed, outgoing Prexy **Tony Saunderson** opened the show with the mandatory announcements, then added some of his modeling reminiscences from when he lived in southern Minnesota. Tony's also taken on the chore of becoming our recording secretary. (Excerpts from his 'meeting minutes' should make for interesting reading, and will be periodically included in future issues of the Informer.) Next, Tony announced our Category Winners of the -08 season. They were:

CIA Power Champion – **Dick Covalt**

Nostalgia Gas Champion – **Gene Wicks**

Old Timer Gas Champion – **Bob Edelstein**

CIA Rubber Champion – **Lee Campbell**

CIA Glider Champion – **Phil Sullivan**

Jr/Sr Hi-point Champion – **Gene Wicks** (Grandson!)

Open Hi-Point Champion – **Gene Wicks**

Oddly, there were no worthy candidates for the ***Crash & Burn Award*** this time around. But just wait 'til next year!!

We next heard from **Phil Sullivan**, who gave an update concerning 'things NFFS'. As we might've suspected, there was a membership drop-off this year (1279 in '08, as contrasted by the 1350 in '07). Despite the drop in revenue, the NFFS was still able to give out 3 scholarships to promising college prospects! Of course, the NFFS is considering ways to cut costs and increase revenues. Under consideration is cutting the Digest from 10 issues to 6, per year. Phil believes this will work - even resulting in an improved Digest. At any rate, a dues increase is ***not*** being considered. **Paul Masterman** suggested that the NFFS consider (reinstate?) a family membership plan, like the AMA has – 2 or more memberships, but 1 magazine mailing for a small increase in dues.

Phil then mentioned that there'll be 6 new inductees to the NFFS Hall of Fame – one of which is our own Agent **Lee Campbell**! (The honors will be bestowed during the '09 Outdoor NATS.)

Moving on to *"For the Good of Free Flight"* section of the show, **Fran Masterman** put out a call for CIA member help - with a group of interested kids she & Paul have been working with recently. They've been mentoring these kids thru the twists & turns of model building, and when they mentioned to the kids that there were national competitions for this kinda thing, their eyes lit up! Fran & Paul are proposing to bring the group down to the FF NATS – maybe a week beforehand, to build & fly their models, then rub shoulders for a day with the NATS competitors, observing their techniques and hardware. (The Science Olympiad outline might be used as a starting point in the development of this idea...) The emphasis in this proposal would be the outdoor FF model, possibly starting with the less complicated Catapult Glider, etc.. ***Think about it!***

Agent **Dave Thomson** then threw out the idea of inviting regional Science Olympiad (Indoor) winners to come and fly off during one of the days at the Indoor NATS. It'd be a great chance to learn what it takes to maximize your times under a 115ft ceiling! Remember; the winning US Jr. FAI Indoor team were all Science Olympiad graduates!

Finally, Agent **Roger Wathen** - fresh from a sparsely attended rocket club launching at Ft. Harrison in Indy – was suggesting "It Pays to Advertise". Put notices of upcoming events in your malls, etc. And radio stations must air their share of public service announcements – for free! (It worked for our Indoor club, a few years ago! As a result of air time, fairly large crowds of curious families showed up for our contests! – *ed.*)

STAB (FULL SIZE)

RUDDER (FULL SIZE)

TAPER ENDS OF LEADING EDGE AND SPAR TO FIT TIP PIECE

TYPICAL RIB SECTION

WING PLAN

READ THE INSTRUCTIONS OVER CAREFULLY

INSTALL RIB A AND 1/16" SHEET GUSSETS AFTER SETTING PROPER DIHEDRAL ANGLE GLUE WELL AND LET IT DRY THOROLY

1/16 X 1/8"

F5A

BUILD LINE-UP FORMER OVER THIS PLAN

1/16 X 1/8"

F5B

WHEN BUILDING OVER PLAN: COVER PLAN WITH WAX-PAPER OR RUB THE AREAS WITH SOAP TO PREVENT THE GLUE JOINTS STICKING TO PLANS

HOLD WING IN POSITION WITH RUBBER BAND STRETCHED BETWEEN THE FRONT HOOK & DOWEL

PIN- BEND AND GLUE IN PLACE

1/16" DOWEL 2 LONG

CELLOPHANE WINDSHIELD

STRINGERS 1/16 SQ

SETTING DIHEDRAL PROP UP ONE TIP A

DOTTED LINES INDICATE SUGGESTED AILERON FLAPS FOR INDOOR FLYING (SEE TEXT)

RUDDER

STABILIZER

DOWEL FOR REAR ANCHOR

1/16 X 1/8" INSIDE

1/16 SQ

F6

F5

F4

F3

F2

F1

1/16 SQ

F-3A & B

WASHERS AS BEARINGS GLUED FRONT AND REAR

STEP 1

STEP 2

STEP 3

1 GLUE SIDES TOGETHER AT TAIL GLUE BULKHEAD F-6 AND LINE-UP FORMER F-5 IN PLACE

2 ADD THE NOSE AND COWL FORMERS AND THE REMAINING CROSS PIECES. BE CAREFUL TO KEEP FUSELAGE LINED UP STRAIGHT WHILE GLUE DRIES. GLUE ALL JOINTS WELL

LOCATE THE REAR MOTOR ANCHOR AND GLUE TWO UPRIGHTS INSIDE TO REINFORCE HOLES NOTE: DO NOT GLUE ANCHOR DOWEL IN THE HOLE.

3 BIND THE LANDING GEAR TO F 5-C WITH THREAD, SMEAR WITH GLUE AND SANDWICH TO LINE-UP FORMER. SAND THE STABILIZER AND RUDDER AND ROUND THE EDES WITH FINE SANDPAPER, AND GLUE IN PLACE

ADD THE 1/16 SQ NOSE STRINGERS, AND THE FUSELAGE IS READY FOR COVERING. COVER TOP AND BOTTOM OF BODY WITH TISSUE - EXCEPT SPACE UNDER REAR MOTOR ANCHOR AND WING REST. SIDES MAY BE PLAIN, OR PAINTED WITH COLOR DOPE

WASHER CEMENTED OR SOLDERED TO AXLE

LOCATE CENTER OF PROP AND SAND BLADES TO AIRFOIL SHAPE. TRIM OUTLINE AS SHOWN. FINISH SMOOTH

a Frank Greene design

BUILDING AND FLYING INSTRUCTIONS

The tools necessary for building are: a sharp knife or razor blades, a fine pencil, medium fine sandpaper, pliers for bending the wire, and some metal cement.

Cut the parts from printed sheet, build fuselage former over the plan as right, clamp or cellulose in the two formers of plan. The cemented areas placed and formers will form the correct outline of the fuselage. The remaining wooden pieces are 1/16" square stock, cut off to fit.

CONSTRUCTION

Begin the wing construction by pinning the leading edge of the wing down over the plan. Add the tip piece, F-1, and cut all rib spacing pin A. When dry, lift up one side of the wing & locate & glue the same build plan on the other side. Prop it up in this position and glue rib A and the small gussets in place. Do not fail to bend tabs indicated on plan, and insert the center spar into the notches. Cement the overlapping ends of spars and trim off flush with the under surface.

COVERING

Use heavy tissue or a mixture of dope and cement to glue paper to framework. Cover bottom side of entire first, then try to pull paper too tight. Spray tissue slightly with water to shrink it. If all wrinkles do not come out on first spraying, wet the doubtful portions again. Afterwards covering may be held tight with a light coat of thin dope. Brush dope on carefully and lightly — an especial care with leading edges & wood members. Pressure on the brush at these points will squeeze dope through the paper.

NOSE BLOCK AND PROPELLER

Glue the pieces 1-A & 1-B to the back of nose block so it is centered on the former F-1. Carve and sand to shape indicated, drill hole for prop shaft and glue washers on front and back.

A prop is essential to successful flying. A stick once in the flutching will get off to performance. Shape one prop to finished and balanced, insert the wire shaft. If you intend to use a winder, form a loop in the wire as shown in side view. If not simply bend the wire over, press it back into the nose and glue.

— POWER —

Power the model with a double loop (6 strands) of 1/8" rubber, or the equivalent in other sizes.

The completed model should balance under the main wing spar. If tipped up by fingertips under spar, the plane should hang level. If not, add clay to nose or tail, or slide the wing slightly to get proper balance.

— FLYING —

Just glide the model over a grassy spot in calm weather. If forward gently with the nose slightly down, the model will glide in a long, flat glide. If it stalls, or noses up, take a little more weight off the tail, or move the wing forward. If the model noses down, add weight to the tail, or move the wing back. If the model glides under power, but zooms at the end of the power run, it is called "power-stall". Combinations of these stalls are used to climb under power.

When you are happy with the glide, the model should circle to the right and glide to the left. Right circles are accomplished by warping rudder. If plane tendency to bank too much into turn, trim a little more wing dihedral — too little dihedral will cause the wing to drop and cause the model to circle in the opposite direction.

The rubber (if of good quality) will take 800 to 1000 turns when wound by hand. If lubricated with rubber-lite (graphite) and wound with a winder, it should good to 1500 turns.

— FLYING INDOORS —

The CHICKADEE may be flown as a primary indoor flying model (auditorium or large hall). Detailed instructions for obtaining a few changes from the outdoor model are given below. Keep weight at a minimum. Make light balsa cement for fuselage and tail surfaces slightly, and carve & sand to shape. Cement wing on top only, and do not dope.

Indoor flying is best done in a large room or hall. Fly in a right circle, and stand to remain center of room. Launch gently, as you may be found that a single loop (about 3/4 of rubber is sufficient.

Right circles must be accomplished without assistance. Therefore, we recommend that small aileron flaps be added to wings (indicated on plan.) Glue to left trailing edges and bend left-hand flap back up. Left flap should be bent down and right-hand flap bent up. It may be necessary to add a small flap to nose of fuselage to right circle. The cross-thrust is recommended to assist.

RUBBER TYING TECHNIQUE

A PUT THE ENDS TOGETHER AND START A SIMPLE KNOT.

B MOISTEN RUBBER AND PULL THE KNOT TIGHT

C TIE A SQUARE KNOT IN THE FREE ENDS

Chickadee

PRIMARY CABIN MODEL

24 wingspan 144 Wing area, 80 sq

A BASIC TRAINER WITH THRILLING PERFOR

CALIFORNIA MODEL COMPANY

LONG BEACH 5, CALIFORNIA, USA

BUILDING AND FLYING INSTRUCTIONS

The tools necessary for building are: a sharp knife or razor blades, a few pins, medium fine sandpaper, pliers for bending the wire, and some model cement. Cut the parts from printed sheet, build line-up former over the plan at right, clean up notches in the two fuselage sides and proceed as shown in the steps at the bottom of plan. The numbered cross pieces and formers will form the correct outline of the fuselage. The remaining cross-pieces are 1/16" square stripe, cut off to fit.

WING CONSTRUCTION

Begin the wing construction by pinning the leading and trailing edges in position. Add the tip pieces, W-1 and W2 and all ribs excepting rib A. When dry, lift up one tip of the wing 4 inches – with the other half flat on the board. Prop it up in the position and glue rib A and the small gussets in place. Let it set for an hour then remove from plan and insert the center spar into the notches. Cement the overlapping ends of spars and trim off flush with the under surface.

COVERING

Use heavy drops or a mixture of dope and cement to glue paper to framework. Cover bottom side of parts first. Don't try to pull paper too right. Spray tissue lightly with water to shrink it. If all wrinkles do not come out on the first spraying, wet the sagging portions again. Afterward covering may be held tight with a light coat of thin dope. Brush dope on quickly and lightly – be careful when brushing <u>across</u> a wood member. Pressure on the brush at these points will squeegee dope through the paper.

NOSE BLOCK AND PROPELLER

Glue the pieces 1-A & 1-B to the back of nose block, so it is centered on the former F-1. Carve and sand to shape indicated, drill hole for prop shaft and glue washers on front and back.

POWER

Power the model with a double loop (4 strands) of 1/8" rubber, or the equivalent in other sizes.
The completed model should balance under the main wing spar. If picked up by fingertips under spar, the plane should hang level. If not, add clay to nose or tail, or slide the wing slightly to get proper balance.

FLYING

Test glide the model over a grassy spot in calm weather. Launch it forward gently with the nose slightly down. If it noses up and stalls, slide the wing back a little or insert a thin sliver of wood under the trailing edge of wing. If the model dives in the glide – even if launched a little faster – slip the wing forward, or put the sliver under leading edge of wing. This changing of the angle of the wing is called changing the Incidence. Thus, by varying Incidence and balance we get a smooth glide; and we are ready to try some power. We put a sliver of wood behind the top of the nose block. This is called "down-thrust".
Combinations of down-thrust and side thrust are used to circle under power.
If there are no warps in the wing, the model should climb in circles to the right and glide to the left. Circling in the glide is accomplished by warping rudder. If plane has a tendency to bank too much and nose down, this is a sign that the wing is warped – so try circling in the opposite direction.
The rubber)if of good quality) will take 250 to 300 winds when wound by hand. If lubricated with rubber-lube and stretched and wound with a winder, it should pack in 500 to 600 winds.

FLYING INDOORS

The CHICKADEE may be flown as a primary Indoor flyer, in gymnasiums, auditoriums or large halls. Better results will be obtained by making a few changes from the outdoor version.
Keep weight at a minimum. Make light Balsa wheels; sand the fuselage and tail surfaces slightly; and carve prop very thin. Cover wing on top only, and do not dope. Indoor flying is best described as a long gradual climb in tight circles. Add slack to rubber motor to lessen power and lengthen run. It may be found that a single loop (2 strands) of 3/16" rubber is sufficient.
Tight circles must be accomplished without excessive banking. Therefore, we recommend that small aileron flaps of 1/32" balsa be added to wing, as indicated on plan. In circling to left (customary direction) the left-hand flap must be bent downward and right-hand flap bent up. It may be necessary to add a similar flap to read of rudder to obtain a tight circle. Use down-thrust as recommended to outdoor flying.

In case any of our readers are interested in building this lil' critter, I've attempted to blow up the instructions to a readable size. No stab outline (or dimensions) is shown on the original plan - probably because it - and the rudder - were precut items. The plan on the flip side is a ***0.4132X*** reduction of the original. When rescaling, just make sure the wingspan (flat) is 22". The sheet stock for the fuselage sides, stab, rudder and printwood seem to be slightly undersize 1/16 balsa (actually, 0.055").

Fitting a DT is highly recommended! (As a kid who didn't know of these devices, I lost a few of these things OOS!!).

It appears that the California Model Co. marketed but three kits: the ***Chickadee, Bambino*** and the ***Featherette***, an Indoor stick model.

What this country needs is a good 10 cent Beer

By Free Fight Hank in Omaha

What this country needs is a reliable, lite weight, easy to adjust, multia functional, **affordable** electronic timer for AMA/Nostalgia gas. I mean one that the functions can be adjusted on the field without a complicated hand-held computer.

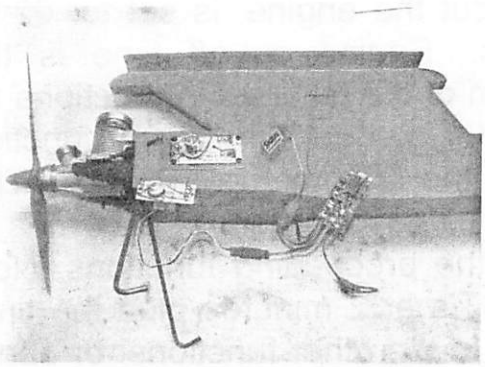
What we need is an electronic timer that works on cheap, throw-away, button type batteries, a timer that could be moved from airplane to airplane. A timer that you could set the engine run in seconds and tenths of seconds and the other functions would follow or could adjusted independently.

We need a timer with a RDT function (Radio controlled Dethermalizer), one you can set the DT time with a RDT over-ride. I mean one you could set the DT up to activate at say 2 minutes and 10 seconds but still have the option to DT by radio at any time. Think how handy this would be if you were drifting into the beans or corn. Of course the radio would need a rolling code so you wouldn't DT everyone on the field.

A target weight of, say no more than 50 grams and a price range say $50 - $100. We've been winding spring driven clocks for over 500 years. Isn't it about time we moved on? I've seen postage stamp size 7 channel receivers for under $50 so the technology must be available. I just hate over-runs, they always max, you still have to chase them thought the beans and corn and they don't count!

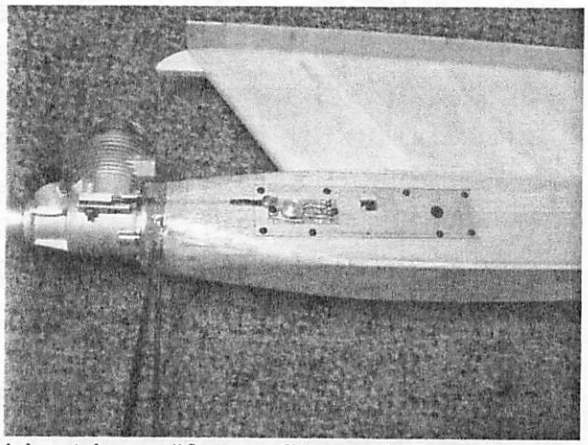
These are just "**GOALS**" and we all know sometimes goals can't be met My OFB CIA agent Gene Wicks searched the WWW and found an Electronic Timer with a RDT that meets all the goals but two, It aint cheap and uses rechargeable batteries.

I have a Satellite 450 with a Nelson 19 left over from 2 years ago that would scare you to death! I mean that son of a gun really moved out, but try as I might I couldn't fit the new Electronic Timer into that airplane.



The Problem

This winter I built a new Satellite 450 and a Satellite 788 and I fitted the Electronic timer to them

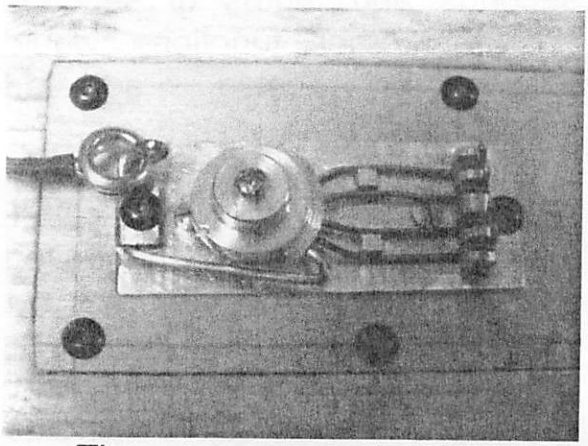


I just love "form, fit, and Function"

Programming the timer I found that although I have the 5 function servo the circuit card thinks there is a 6 function servo hooked up and the first command just moves the disk and doesn't release any function lines. My first function is really Function #2. I set it up to test the new airplanes and I set the engine cut off at 3 sec. To get the 3 sec I set the time of the first function, #1 to: 00.01 sec. and the second function, the one that I use to cut the engine, is set to: 02.99 sec. Engine cut-off time is the sum of the time set in functions #1 and #2. I set the time of function #6, the DT time, at 120 sec. The DT time is the sum of the times of all the proceeding functions. Now it DT's at 2 minutes plus the time set in the other functions, or about 2 minutes 3.4 sec.

You can manual over-ride all functions of the electronic timer on the ground by pushing, releasing and pushing and holding the "Push Button" in or remotely with the RDT button in the air, it really works slick.

I discovered quite by accident that that you can't just loop the wire from the RPO around the timer lever, it'll get caught in the hinge and won't cut off the fuel to the engine. I put a large grommet on the braided wire of the RPO and the grommet slips over the cut off arm on the timer.



The grommet on the RPO

The timer is programmed by IR through that little window you see in the side to the rear of the servo. The "Push Button" activates the program of the timer. As the servo is shown here you start the engine, push the button in and hold, in the window a small red LED will blink, release the button and launch.

A BLAST FROM MY PAST

It was late February 1968. My father and brother were both big slot car guys at that time, so we spent a lot of time at the Hobby shop. I was always fascinated by the airplanes hanging from the ceiling. The proprietor "Baldy" (Robert Baldorf) saw me looking up at the models and asked me if I would be interested in building one myself. I said sure I would love to, but I had no money. He replied, "see that one right there? It's only $1.00 and 5 cents for the governor". He continued, "if you build it and it will fly, (pointing at a poster on the wall for a youth contest), you will get your $1.00 back". I saw that the contest was the Saturday before Easter, just a few weeks away. I bugged my dad till he took his car off the track and asked what I needed. I said Baldy needs to tell you about an airplane contest for me to enter, saying it in a way that sounded like it was Baldy's Idea. Those of you who know me, I was full of it even back then too! I was 7 years old at the time. My Dad looked at the kit, handed Baldy a $5.00 bill and said "get him everything he'll need". I was shocked, five dollars was a hunk of change in 1968. Just to give you perspective, track time was written in big letters on the wall. It was 13 cents for every 15 minutes of racing time for the slot cars. Baldy gave me a tube of Ambroid, a bottle of Aero gloss dope, a package of pins, a modeling knife and one piece of red jap tissue. Baldy told me that when I covered it to use the tissue - not the white stuff in the kit. He also told me to cover the top side of the wings only. The kit was a Sig Cub, which is still sold today - some 40 years later. When I got home I took out the plans and the instructions and started to study them. I read them over and over till I thought I had the process committed to memory. I asked my Dad to help me get started, he gave me some pointers on the use of a very sharp knife and gave me a cardboard piece from a bolt of fabric then said this is something you have to do yourself; as it said so in the rules on that poster. So I went to work taking great care. It took me about two weeks to complete. Wow did it look cool. I was scared to touch it. It just sat on my dresser for two weeks, waiting for the contest to come. The day of the contest there were about twelve kids present. Baldy and another man took each model and set the CG and glide tested it. They then went around and helped each one of us by winding our rubber with an old drill. They told us to point them skyward and at the sound of the whistle let them go. After a few seconds, most of them were on the ground. There were four still in the air, one of them was mine! I was the last one down and received my $1.00 back and a nice trophy. As I recall the flight time on mine was one minute thirteen seconds. It seemed like a lifetime to me, I WAS HOOKED!!

Sean Cochran, AMA 310377.

How to tell which side of the prop blade to carve:

1.) Hold the prop blank vertically.
2.) Look at the blade in the 12:00 position.
3.) If you are carving a right handed prop, begin carving on the right side. If you are carving a left handed prop, carve on the left side.

It does not matter which blade you are carving or whether you are carving the front or back, just orient and carve!

Lee Campbell

The ad on the left was submitted by **Agent Charlie Harper**. Apparently the *Texaco Eaglet* glider, featured on the cover of the 1/08 issue of the Informer, brought back memories to Charlie. He said that the original plane must've inspired the choice of his 1st free flight model with an engine – *Scot-Free*! (*ed. – had to be that damn fragile tailboom*!) He was 11 years old then, and knew nothing of engine timers. He took it to a field of about 18 acres to try it out. He filled the tank on the Wasp .049, started it up, and it actually flew! (....and flew, and flew!!!) Of course, it went OOS and was lost. But he was hooked on FF – and has been, even after trying CL and R/C. (The plane was kitted by Monarch Co. in 1951. (Being largely a pre-fab, it was a harbinger of things to come....)

....and a bit of inside information about the *Jerry Kolb O.T. Stick* model (our featured 3-view in the #2/08 Informer), furnished by **Agent Jim Bennett**.

"Jerry Kolb's stick model caught my eye. I've seen it before! It has obvious similar features to other Cleveland Balsa Butchers designs, especially Dick Korda's models. The wing is almost a duplicate of Korda's famous *1937 Detroit Nationals Outdoor Open Cabin winner* that made the 54 minute flight. Thousands of Burd Co. kits of that design were sold – final cost, 29 cents! Korda had a 150 sq.in. stick model, with 3-views in Zaic's '38 Yearbook which is almost an exact replica in a smaller size. Kolb enlarged the design!!"

"Jerry Kolb at 89 in Willoughby, OH, may be the last living Balsa Butcher! (Incidentally, the "Nationals" win mentioned for this model was actually the Scripps-Howard Junior Aviation Nationals" (I bet Lee Campbell knew this. Maybe not – as he didn't call me on it!!).

"In addition, sanding and rounding the 1/8" square longerons on a fuselage is not something Korda would've done – getting too fragile for a model that size." And there you have it! - Many thanx, Jim!!

Hints 'N Tips

From Agent Roy Stewart come these Tidbits...

Cox .020 Plastic Tank Repair

By: Roy Stewart

Several years ago, the back cover mounting screw boss broke off at the base. Rather than throwing the tank into the scrap box, I made a T6 aluminum plate. The drawing shows all the details regarding layout. The plate was made from one solid piece, giving the center boss plenty of material to retain the back cover screw. Only the plate thickness and boss dimension is given, because the other dimensions can be derived from the engine. Very little fuel volume was lost. The part adds weight, however, the tank is again functional.

A—four mounting holes for attaching plate and tank to case.

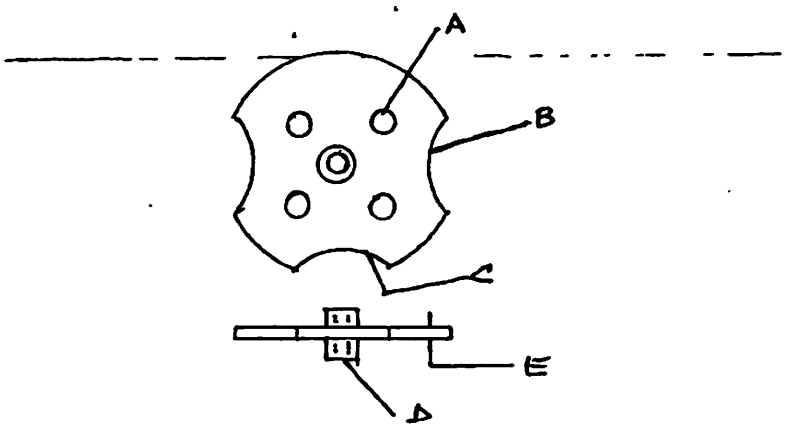
B—two cutouts to clear outside mounting screw shoulders inside tank.

C—cutout to allow free fuel flow in tank bottom.

D—center boss, .25" long, tapped to accept original back plate screw.

E—.031" thick.

OD of the plate is .010" less than the ID of the tank at the surface of the case screw shoulders.

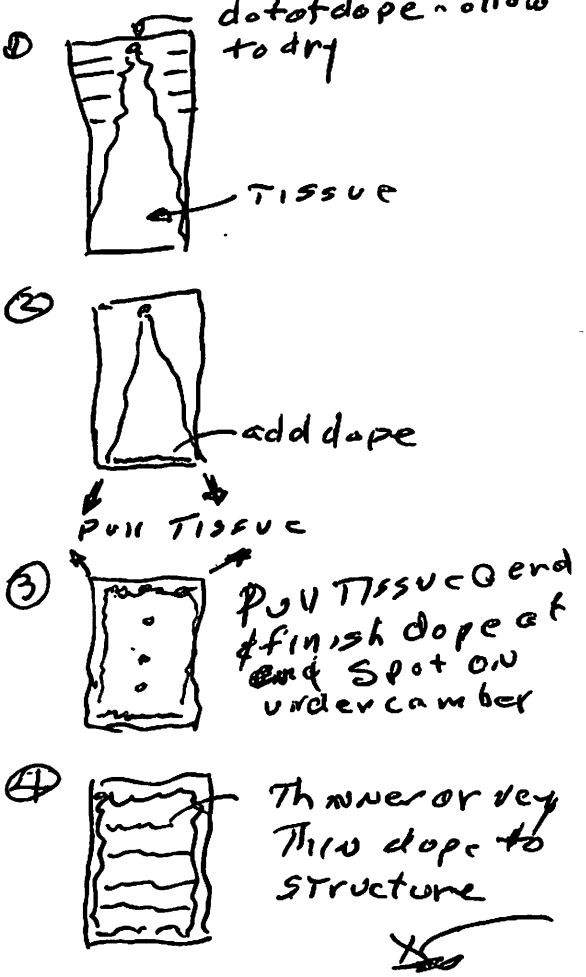


Covering

Generally agree with Bob Hatch.

Use UNplasticized dope for framework

For flat surfaces, WING stab use Zaic 1 dope.



Hey! Don't forget our **First Annual "CIA/FAC Trim Out & Swap Meet** – and General B.S. Session" It'll be held May 6 -7 at the Muncie Site. Kanones can be earned, if the criteria are met – but "official" flights must be declared Preflight for processing! Vendors welcome and "Tailgate Swaps and Sales" are encouraged, but tables are NOT furnished. This session is "non-sanctioned", thus will not show up in the AMA Event Calendar, so help get the word out!! Times? 9:00AM 'til 5:00PM.

(Lonnie Kinder – ph: (765)945-7626) or lonkin@comcast.net)

.....Yet another Aviation Gem from Elmer Jordan!

"Regulations For Operation of AIRCRAFT" (circa 1920!)

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of the machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14.
15. Do not trust altitude instruments.
16. Before you begin a landing glide, see that no machines are under you.
17. Hedge-hopping will not be tolerated.
18. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
19. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
20. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open the throttle.
21. Don't attempt to force machine onto ground with more thean flying speed. The result is bouncing and ricocheting.
22. Pilots will not wear spurs while flying.
23. Do not use aero gasoline in cars or motorcycles.
24. You must not take off or land closer than 50ft to the hanger.
25. Never take a machine into the air until you are familiar with its controls and instruments.
26. If an emergency occurs while flying, land as soon as possible.

CHICA ONUTS

66th Midwestern States Championships and FAI Hoosier Cup

International Aeromodeling Center, Muncie Indiana, May 15 – 17, 2009

Fri, May 15: 8am-5pm	Sat, May 16: 8am-5pm	Sun, May 17: 8am-4pm
Mulvihill	*F1A, F1B, F1C, F1P	Catapult Glider
CD-Classic Gas	** F1G, F1H, F1J	P-30
C-Nostalgia Gas	Large Oldtimer Rubber	Moffett
Small Oldtimer Rubber	Handlaunched Glider	B-Nostalgia Gas
Classic Towline Glider	B-Gas	Early ½-A Nostalgia Gas
	A-Nostalgia Gas	½-A Gas
	½-A Nostalgia Gas	Electric B
	*1.5-Hr rounds with overlap	
	** 2-Hr rounds start 10am	

Awards: America's Cup and National Cup points. Engraved glass mugs to first-place winners in each event. High-point engraved mugs for Rubber, Gas and Glider categories, Junior-age and Senior-age High Point awards. Celia Goldberg Perpetual for ½-A.

Entry Fees: $10 for the first event, $5 for each additional event up to $20 max.
Jr/Sr entry fee $5 covers all events entered.

Contest Director: Chuck Markos 847-945-9225, Email cmarkf1@aol.com

2009 FIESTA OF FIVE FLAGS

TOM MCLAUGHLAN SOUTHEASTERN AMERICA'S CUP & NATIONAL CUP MODEL AIRPLANE CHAMPIONSHIP

PENSACOLA, FLORIDA - JUNE 13 & 14,2009

Sanction #09-781

CONTEST DIRECTOR: George White, 5928 Hermitage Drive, Pensacola, FL 32504, 850-473-0866, White76@cox.net

ASSISTANT CD for FAI Events: Eddie Vanlandingham, 416 Country Meadow Drive, Mansfield, TX 76063, Eddievan@att.net

FLYING SITE: Navy Helicopter Field Site 8A. Exit Interstate 10 at Exit 5 onto US Highway 90A West. Go 1.7 miles to the south gate.

AWARDS: Contest Balsa (First place), Medals (Second Place), Certificates (Third Place)

ENTRY FEE: $20.00, Juniors (under 16) $2.00. Registration cut-off is 12 noon Sunday June 14.

SPECIAL INFORMATION:

1. Max Flight Times and Fly-off Rules will be contained in a schedule provided to each contestant and will be basically in accord with appropriate rule books and subject to wind conditions.
2. The America's Cup Competition: 1st Round 0800 each day.
3. @ These are National Cup Events. Only the first model flown will be considered for the local trophy, and all basic flights for that model must be completed the day started. Times for the first model will be recorded for National Cup points. Other models in the combo may be flown for National Cup points on either day. Contestants completing three-max basic flights on Saturday may compete in flyoffs on Sunday
4. All Model aircraft flown in AMA events must conform to AMA identification requirements. **AMA Card must be presented at registration**
5. Flight times and **name of model** will be recorded with the C/D after each flight except for CAT/HL Glider
6. Any SAM Commercial Rubber model may be flown in the FAC Old Time Rubber event — no folding props.
7. Builder of Model Rule applies to all except FAI events.
8. @@ Max rubber for launch is 9" X 1/4" loop (may be 2 strands of 1/8")
9. All AMA events are Category III
10. For information please contact web site: www.pensacolafreeflight.org

EVENTS LIST & ENTRY FORM

SATURDAY 0800 -1700		SATURDAY OR SUNDAY		SUNDAY 0800-1500	
1. SAM OT Cabin/Pylon A/B/C Combo		12. AMA A/B/C/D Gas Combo @	JSO	21.. FAI F1J Gas	JSO
2. NFFS E36		13. AMA A/B/C/D Classic Combo @	JSO	22. FAI F1G Coupe	JSO
3. AMA P-30	SO	14. AMA1/2A & 1/2A Classic Combo @	SO	23. FAI F1H A-1 Glder	JSO
4. FAI F1C Gas	JSO	15. NOS A/B/C Gas Combo @	JSO	24. Moffett	JSO
5. FAI F1B Wakefield	JSO	16. NOS 1/4A, 1/2A/Early 1/2A Gas Combo @	SO	25. Mulvihill	JSO
6. SAM OT Rubber Small		17. AMA 1/2A Classic Gas @	J	26. SAM OT Rubber Large	
7. SAM Commercial Rubber/FAC OT Rubber		18. AMA P30	J	27. AMA Cat Glider	SO
8. AMA HL Glider	SO	19. AMA HL Glider	J	28. FAC WWII Mass Launch	
9. FAC WWI Mass Launch		20. AMA Cat Glider	J	29 FAC Two-Bit+ Rubber	
10. FAC Dime Scale				30. NFFS Classic Towline Glider	
11. FAC Thompson/Greve Race Mass Launch				31 FAC Jet Cat Glider @@	

RELEASE: I, the undersigned contestant/parent, do hereby release any and all organizations connected with this meet from all claims. I certify that I am the builder of all models entered and flown by me.

SIGNATURE: _____ DATE_____ ____ AGE_____ Junior/Senior/Open

NAME_____ AMA#: _____VERIFIED ☐

(Please print)

ADDRESS: _____ CITY _____STATE____ ZIP _____

E-MAIL ADDRESS:_____ Phone #_____

I also want to donate the following amount to the Navy/Marine Corps Relief Society $ _____

ENTRY FEE PAID $ _____

CONTESTANT # _____

The INFORMER

2348S, 700W
New Palestine,
IN
46163

2009 President
Dick Covalt
Vice President
Lonnie Kinder
Secretery
Tony Saunderson
Treasurer
Meredith Chamberlain

Issue No. 2 - 09

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Indianapolis IN

Area Free Flight Schedule for 2009

March 21	CIA Awards Banquet	Bickels Banquet Room,
Anderson, IN		
April 3	Toledo Show	
May 6-7	* "Trim-out and B.S. Session!", Lonnie Kinder	
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	
Sept. 14-16	*2nd semi-annual MidWest Champs (MECA Sponsored), Meredith Chamberlain	
October 2	*1-Design Contest, Rudy Kluiber	
October 3-4	*NOFFA Contest, Rudy Kluiber, and CIA Ted Dock Memorial FAC Contest, Lonnie Kinder	
October 4-9	SAM CHAMPS, El Dorado Dry Lake, Boulder, NV	
October 17-18	Lawrenceville Contest, Bob Mattes	

(*AMA Site, Muncie, Indiana)