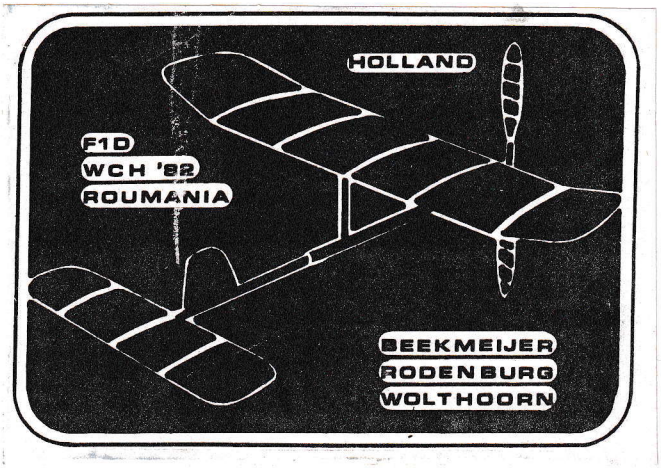
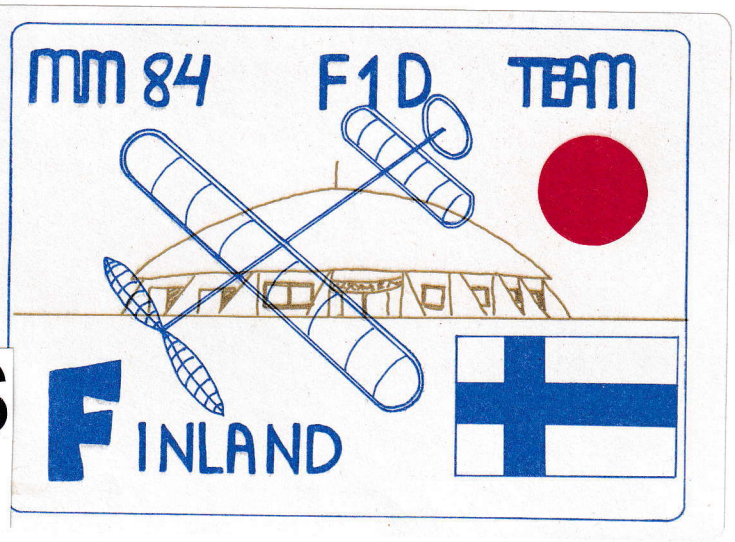




INDOOR NEWS

NO. 3 1984

INDENDØRSNYT NR. 3, 1984.

Til danske, norske og svenske læsere: Dette er det sidste indendørsnyt - på dansk. Det har vist sig, at hovedparten af abonnenterne kommer fra udlandet, hvorfor jeg vil prøve at skrive det meste af teksten på mit skoleengelsk!! Et forsigtigt rundspørge blandt en del danske læsere viste, at det ikke ville betyde noget at gå over til engelsk...

Yes, this is the third issue of my small and humble newsletter. We now have about 50 subscribers from 10 countries and have the energy to make 3 issues in 1985. But there is a PROBLEM. This newsletter was originally established as a help to indoor newcomers in my home-country, Denmark, still, it spread out into the World and, as most subs. come from abroad, this issue will be kept mainly in English. But you can find other newsletters in English and French dealing with indoor. In USA there is Indoor News And Views (INAV), In UK Aeromodeller and Free Flight News occasionally bring indoor stuff, and eventually the French VOL LIBRE brings quite a lot indoor. Competition is normally not too bad a thing, but in this case it might lead to some waste of peoples efforts and time making almost the same in different newsletters. I think we can aggree on the following points:

1. Our sport and hobby is the most beautiful and worthwhile in the World, it is increasing in popularity and we want to promote it as much as possible.
2. There is a need for a newsletter spreading out indoor information.

The questions arising are therefore: 1. Do you want me to continue this newsletter as it is? - 2. Would you like to see my work put into forinstance VOL LIBRE as a special section in each issue - or in Free Flight News or INAV???

PLEASE, let me have your opinion on this matter .....SOON!

J.K.

BM '84
butterfly - meeting

GOUDEN JUBILEUM JAAR 1934

UITSLAGENLIJST VAN DE "BUTTERFLY-MEETING"

Hieronder volgen de uitslagen van de Butterfly-Meeting. De namen zijn in volgorde van plaatsing en de twee beste vluchten zijn onderstreept.

klasse: F1D

Plaats:	Naam:	Nat:	Vluchten 1 t/m 6						Tot:
1	Jacob H	D	13.58	26.27	5.10	18.14	24.37	24.40	51.07
2	Ciapala E	PL	18.10	21.39	0	12.31	25.06	26.00	51.06
3	Rodenburg O	NL	17.06	19.31	20.39	19.14	21.49	26.53	48.42
4	André T	NL	8.36	14.54	15.58	8.17	22.00	22.42	44.42
5	Czechowski R	PL	16.43	18.58	22.16	6.06	20.22	22.17	44.33
6	Dihm J	PL	13.55	19.19	21.53	18.35	20.56	21.18	43.11
7	Liem E	NL	12.32	16.56	18.48	0	18.58	22.23	41.21
8	Linden vd P	NL	16	4.50	11.54	19.32	16.45	20.00	39.32
9	Melis J	B	9.18	8.06	19.15	9.40	16.09	9.28	35.24
10	Beekmeyer W	NL	15.47	12.53	17.25	15	15.34	17.21	34.46
11	Wolthoorn K	NL	12.28	12.43	4.01	11.25	14.54	17.38	32.29
12	Lintsen J	NL	1.42	11.44	15.44	13.21	9.23	14.27	30.11
13	Haeren v J	B	10.55	7.29	10.00	9.33	11.54	9.18	22.49
14	Smet B	B	3.07	18	0	0	0	0	3.25

Klasse : EZB

1	Weekenstroo GJ	NL	0	8.02	4.15	5.52	12.27	11.46	24.13
2	Rodenburg O	NL	10.24	10.01	43	11.52	11.32	5.52	23.24
3	Haeren v J	B	6.42	10.32	10.26	8.54	10.24	12.18	22.50
4	Smet B	B	9.45	10.21	10.31	10.27	10.02	12.07	22.38
5	Clifton B	NL	9.04	6.21	8.16	7.32	9.05	9.38	18.43
6	Proost J	B	0	9.10	6.41	7	29	8.16	17.26
7	Nillisen L	NL	5.09	5.18	4.53	7.07	7.25	2	14.42
8	Jansen A	NL	4.35	2.40	4.52	36	0	2.18	9.27
9	Vries de C	NL	0	0	0	2.30	0	0	2.30

Klasse : Penny Plane

1	Smet B	B	8.14	7.53	8.29	9.08	7.39	8.20	17.37
2	Vries de C	NL	2.14	6.30	3.09	2.55	6.47	8.22	15.09
3	Dibbets P	NL	1.59	3.27	5.46	5.38	3.20	5.18	11.20
4	Mengerink D	NL	0	0	4.56	3.34	2.11	5.04	10.00
5	Hendriks C	NL	0	2	4.29	3.08	3.55	3.30	8.24
6	Jansen A	NL	1.15	30	2.34	11	2.53	3.19	6.12

Wij hopen dat we jullie hiermee van dienst zijn en wensen jullie nog veel succes toe in de komende wedstrijden,

vriendelijke groeten,

De Organisatie.

INDOOR MODEL SUPPLY
BOX —39—
GARBERVILLE, CA 95440

AUGUST 1984 PRICE SCHEDULE
FOR THE CHOICEST CONTEST QUALITY RED DOT BALSA "SELECT"

SELECT RED DOT QUALITY 1 1/8' WIDTH:

.007" to .016"	4.2 lb. density and UNDER	.....$3.00
.007" to .016"	4.3 lb. to 4.9 lb.	.....$1.75
22" Spar & Prop Outline Sizes		.....$2.25
Tapered Prop Spar Stock		.....$1.75
All other sizes +	4.2 density and up	.....$1.75

RED DOT QUALITY 2" WIDTH:

2" x 12"	B Grain	.025" & up	.....$1.00	Not weight stampped.
2" x 12"	C Grain	.025" & up	.....$1.25	
2" x 18"	B Grain	.025" & up	.....$1.50	Uniformity may not be quite as good as 1 1/8".
2" x 18"	C Grain	.025" & up	.....$1.75	

PLEASE INCLUDE PAYMENT WITH YOUR ORDER
BY
INTERNATIONAL BANK MONEY ORDER ONLY

Since 1959 when we charged $.50 per sheet for Indoor Balsa, the cost of block balsa has gone up approximately 350%. At 1981 to 1984 prices of $1.50 to $1.75 per sheet, we have not kept up with the increase in cost for raw block balsa. The result is that our profit is less than 25 years ago....our wages have gone down, while wages generally have gone up. To make matters worse, tools, electricity, heat, storage space, etc. etc. have increased. A finger in a saw blade cost $50.00 for twelve stitches then, and now $150.00.

The techniques used now to cut sheets of the best quality require more raw balsa...more time ....modelers have higher standards of quality. We discard more cut sheets, and uncut blocks as we produce finer quality, we are not willing to settle for less. Sheets are more uniform in C graining, there is less variation in thickness, size and weight stamps are more accurate, grain discrimination is more accurate, and a greater number of sizes are available.

The net result is better quality, but less profit than 25 years ago. We have tried to offset the decrease in profit by selling more kits and supplies, but this has not been successful, never the less we will still try to keep prices down by other sales.

The most serious problem is limited to just one area, tail boom and motor tube stock in weights under 4.5 pound density. This is why we have to order such large quantities of Balsa block, and cut so many sheets. So to be fair the increase in cost will be based upon our costs for making available the lightest, most uniformly cut C grain sheets in these sizes .....007" to .016", c-grain. Fortunately you will not require it for all models, or in large quantity, so your cost per year for these cuts should be reasonable.

INDOOR FLYING IN HOLLAND

Indoor flying appears to have taken place in Holland for the first time way back in 1943, but it really started at the end of the sixties. Wim Beekmeyer and Kees Wolthoorn were then flying small indoor models in Rotterdam. In 1972 they decided to build F1D microfilm models and they attended the World Championships in Cardington. They were enthousiastically supported by Henk de Kat , a former Dutch Wakefield flyer who emigrated to America. Together with Wim he introduced the Penny Plane class by publishing an article on Rol Andersons Super Penny Plane. The Super Penny Plane became very popular and in 1974 for the first time National Championships were held, attracting 13 entries competing for the Henk de Kat Trophy. Things really got on their way when in 1975 we received permission from the Dutch airline KLM to use their Jumbo Hangar at Schiphol Airport. This hangar is 26 meter high and flight times rapidly increased to 30 min. in F1D, 12 min. in Penny Plane and 15 min. in Easy Bee. Easy Bee was introduced in 1976 and became as popular as Penny Plane. During a year two contests are held at Schiphol, one of these being the National Championships, and the Nijmegen Aeroclub organises their Butterfly Meeting in a sporting hall. This latter contest is the most popular, in 1979 there were 27 entries.

Over the last few years however interest in Penny Plane strongly diminished and Easy Bee is also on its way back slightly. This is a bit strange because just at that time Otto Rodenburg had published some very good articles on indoor and we demonstrated indoor at several exhibitions and even on television. On the other hand the F1D microfilm scene is very vividly. There are now 7 flyers and we are regularly visited by German and Belgian flyers. There is also a growing group of Peanut flyers.

The main problem, I think,is the lack of regularly accessible flying sites, Schiphol Hangar is the only one we have. Though one must not expect too much from it, something can be achieved by changing the rules. Melting together Penny Plane with F1D-Beginner can remove some of their trimming problems and when a bit of rethinking on Easy Bee arrives at an international set of rules which need not to be changed for an extended period, we will have new chance to promote indoor flying. Internationally uniform rules will greatly reduce the confusion that now exists and we will all benefit by that. Remember, we are a small group.

The indoor classes that are flown in our country are the following:

F1D — to FAI rules

Penny Plane
Weight 3,2 gram min. (without rubber).
Length 457 mm min. (without prop).
Span 457 mm max..
Motorstick length 254 mm max. (front of bearing to rear hook).
One propeller with one rubbermotor.
Direct transmission of energy from rubbermotor to propeller.
Motor should not be enclosed by the fuselage.

Easy Bee
Span 457 mm max..
Wingchord76 mm max..
No curved outlines on wing, stabilizer and rudder.
Solid fuselage and propellerblades.
No bracing by means of bracing wires.
Covering materials free except microfilm.

During the last two years we are experimenting with a new set of rules. These will be replaced by the official FAI Easy Bee rules when the FAI recognizes the class. These rules are:

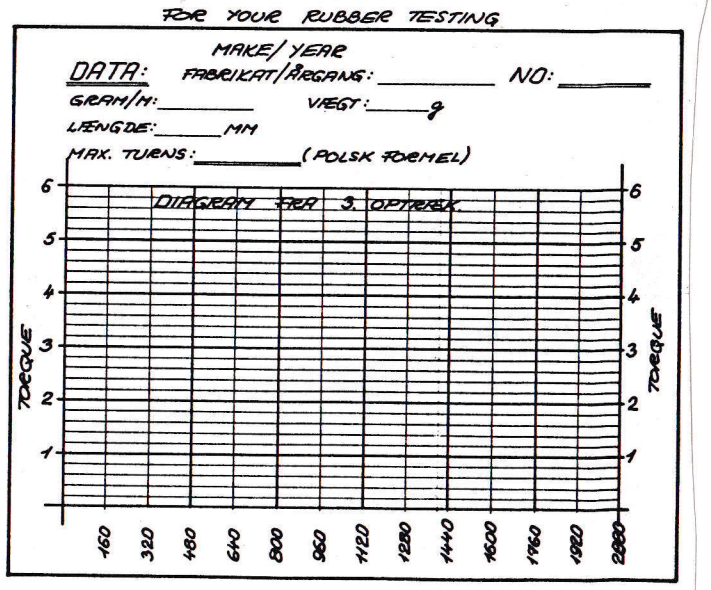
Minimum weight without rubber 1,2 gram.
Solid fuselage. Length 500 mm max. measured from front of bearing.
Single direct-drive rubbermotor with one propeller.
Solid propellerblades. No mechanical pitch adjustments.
Wingspan 450 mm max., chord 75 mm max..
Stabilizer area 50% of wing area.
No curved outlines on wing, stabilizer and rudder.
Nobracing by means of bracing wires.
Covering materials free.
No bi-planes allowed.

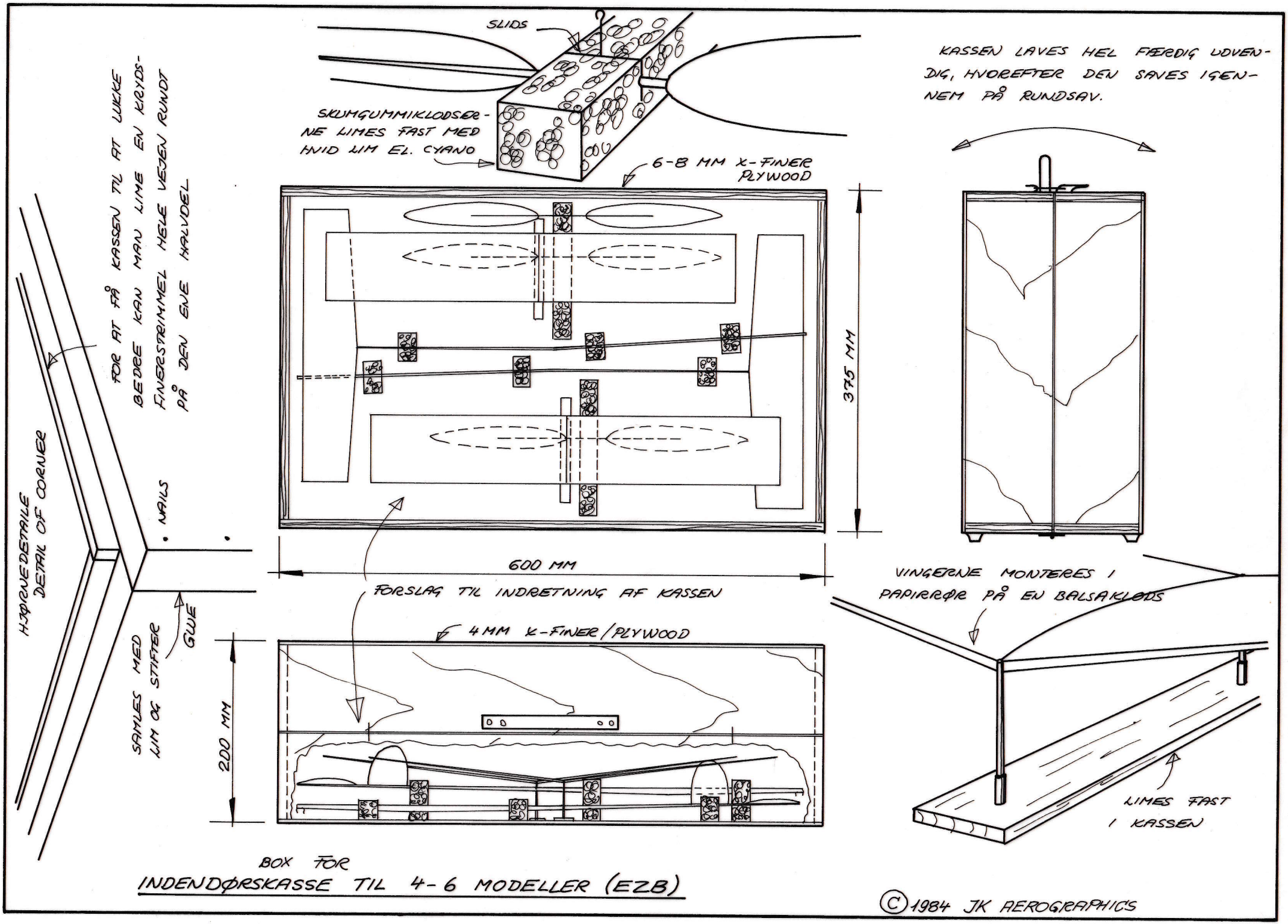
Peanut — to American AMA rules.

Occasionally some people build hand launch gliders, helicopters, ornithopters or Manhattans, but no regular contests are held.

This was some information on the Dutch indoor scene. So, how are things going (or flying) in your country?

Thedo André.





BOX FOR

INDENDØRSKASSE TIL 4-6 MODELLER (EZB)

© 1984 JK AEROGRAPHICS

A NEW F1D FAI MODEL:

In order to allow "a little above average" people to build and fly competable F1D models the editor of this newsletter proposes some new rules for the F1D microfilmclass:

1. Min. weight 1 gram.
2. Max. span 650 mm.
3. Sum all wing spans and all stab spans not to exceed 1000 mm.
4. Total lenght of model including propeller max. 800 mm.
5. Length of motorstick max. half of the total length of model.
6. No mechanisms to change pitch or diameter during flight allowed.

These new rules or limitations will give some new designing points and stop the models from getting bigger and bigger. I think the size would decrease a little and so the transport boxes.

.....

Erv Rodemski - a very wel-known US indoor flier - sent me a nice X-mas card containing this small note: (I hope you will give him some reaction!)

December 1, 1984

Happy Holidays!

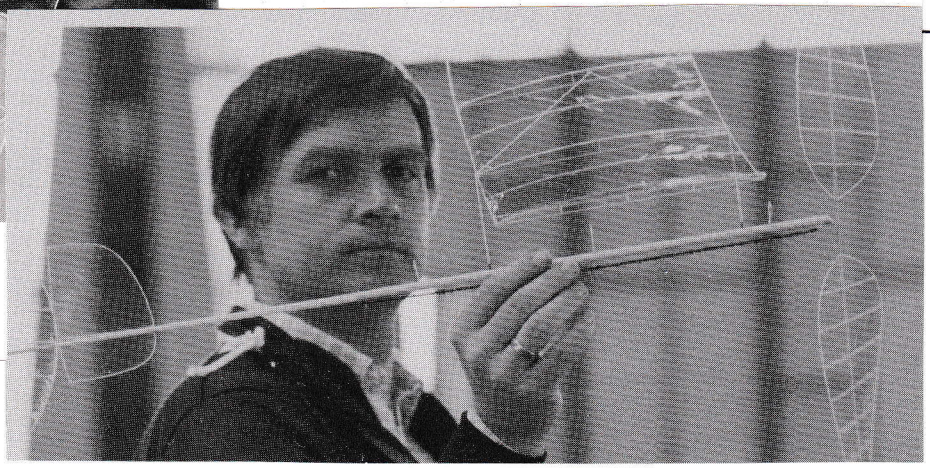
I hope that you all enjoyed Indoor '84 Nagoya as much as I did. Although everyone was understandably quite busy during the contest, there was a lot of talk about the future of our sport. The three main concerns seem to be:

1. The size of model and boxes
2. Variable pitch and diameter props
3. Steering

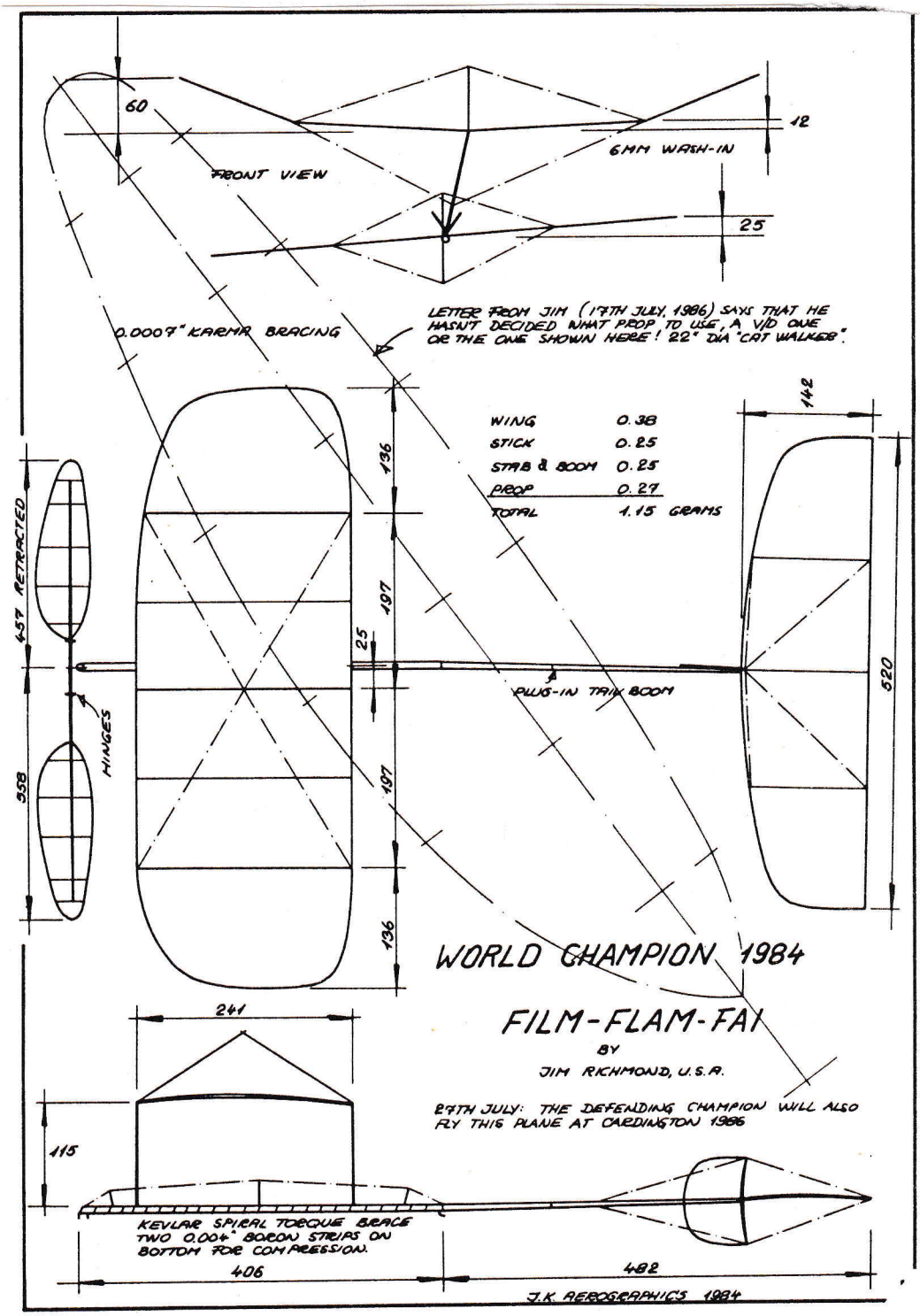
What are your thoughts about these matters? I plan to consolidate as many opinions as possible with the goal of improving the rules of F1D flying. With the rules "freeze" and the long lead time required, it will be three or four years before any changes can be made; but if we don't start now, they <u>never</u> will. So how about sending your ideas to me and perhaps we can make some changes for the better. Good flying in '85.

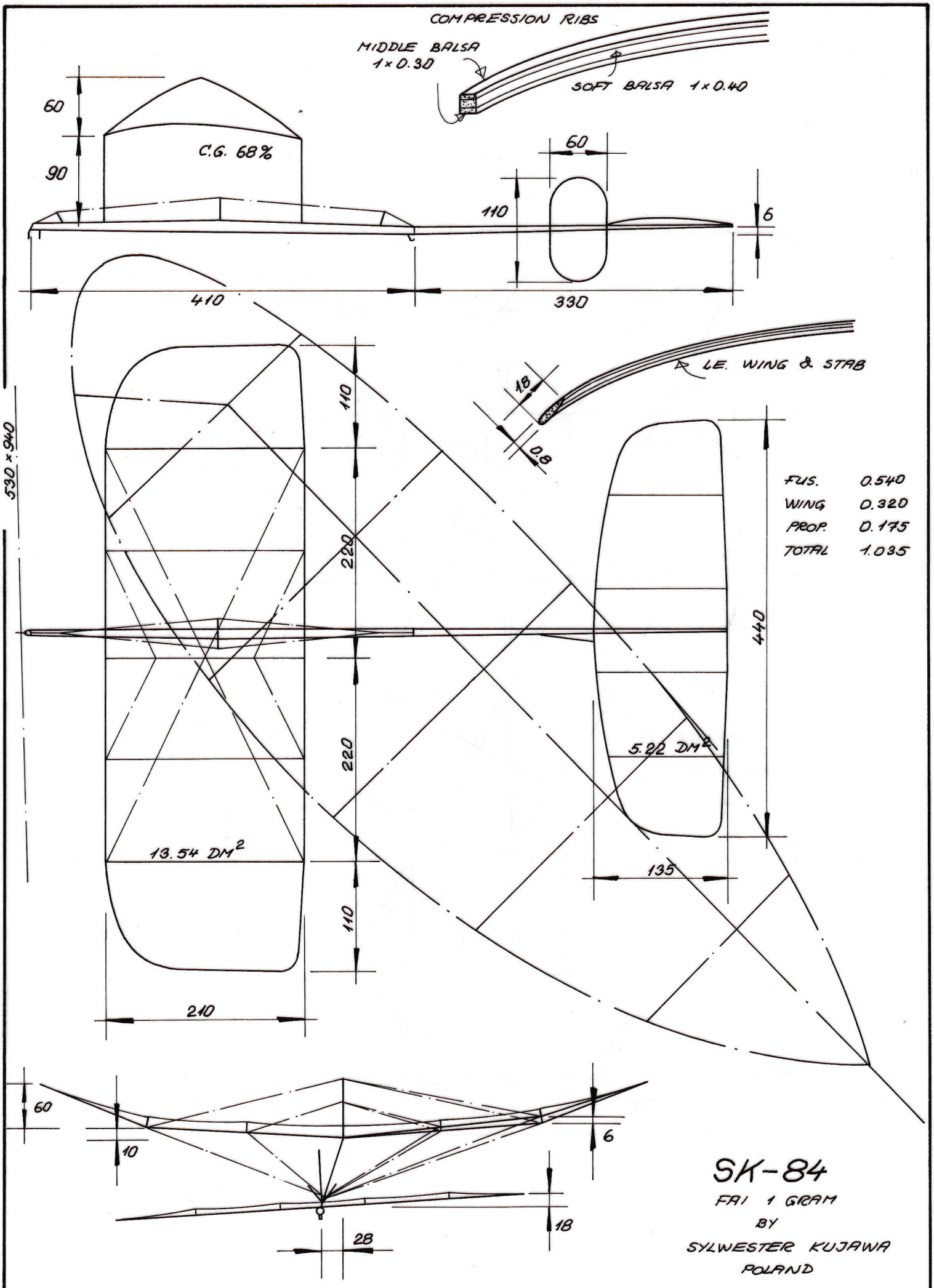


Erv Rodemsky
26 Warmspring
Irvine, Cal. 92714
U.S.A.



Your humble Editor in Nagoya


60
FRONT VIEW
12
6MM WASH-IN
25
0.0007" KARMA BRACING
LETTER FROM JIM (17TH JULY, 1986) SAYS THAT HE HASN'T DECIDED WHAT PROP TO USE, A V/D ONE OR THE ONE SHOWN HERE! 22" DIA "CAT WALKER".
WING 0.38
STICK 0.25
STAB & BOOM 0.25
PROP 0.27
TOTAL 1.15 GRAMS
142
457 RETRACTED
358
HINGES
136
197
25
197
136
PLUG-IN TAIL BOOM
620
WORLD CHAMPION 1984
FILM-FLAM-FAI
BY
JIM RICHMOND, U.S.A.
17TH JULY: THE DEFENDING CHAMPION WILL ALSO FLY THIS PLANE AT CARDINGTON 1986
241
115
KEVLAR SPIRAL TORQUE BRACE
TWO 0.004" BORON STRIPS ON
BOTTOM FOR COMPRESSION.
406
482
J.K. AEROGRAPHICS 1984



SK-84

FAI 1 GRAM

BY

SYLWESTER KUJAWA

POLAND

8TH NAGOYA '84

J.K. AEROGRAPHICS 1084

1984 IN-DOOR PLANE WORLD CHAMPIONSHIPS-NAGOYA

RANKING SHEET(SUM.-OF-BEST-2)

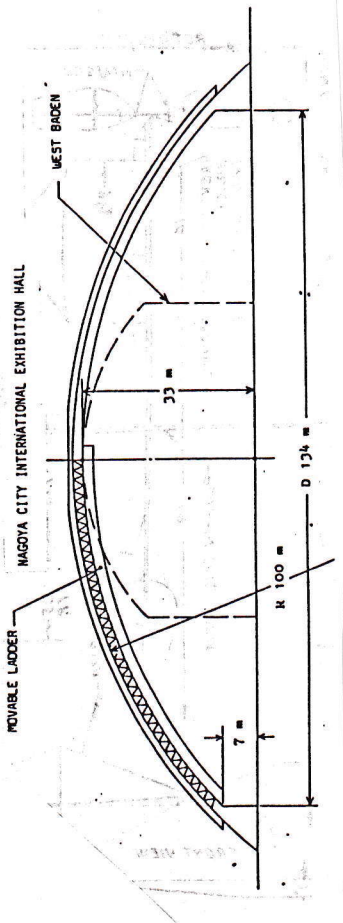
RANK	NAME	COUNTRY	SUM.-OF-BEST-2	1 R	2 R	3 R	4 R	5 R	6 R
1	James Richmond	U.S.A.	1°17'27"	39'51"	33'02"	33'53"	37'36"	30'19"	8'50"
2	Cezar Banks	U.S.A.	1°14'43"	37'40"	5'09"	37'03"	36'52"	32'42"	19'39"
3	Robert Randolph	U.S.A.	1°12'04"	36'35"	12'47"	35'29"	7'20"	5'25"	6'58"
4	Pentti Nore	Finland	1°10'22"	15'53"	32'50"	28'51"	31'19"	10'44"	37'32"
5	Robin Leslie Bailey	Great Britai	1°09'57"	9'43"	35'25"	28'36"	30'32"	34'00"	34'32"
6	Rene Butty	Switzerland	1°09'53"	16'43"	33'03"	6'30"	35'07"	8'41"	34'46"
7	Dieter Siebenmann	Switzerland	1°09'41"	15'30"	36'35"	31'23"	33'06"	30'40"	14'56"
8	Sylwester Kujawa	Poland	1°09'24"	1'37"	34'42"	25'06"	32'34"	17'31"	34'42"
9	Ryszard Czechowski	Poland	1°09'22"	8'40"	34'49"	28'42"	31'54"	34'33"	6'12"
10	Popa Aurel	Rumania	1°08'54"	34'21"	9'01"	33'06"	30'16"	8'26"	34'33"
11	Jorgen Korsgaard	Denmark	1°08'40"	33'30"	33'24"	11'29"	25'25"	32'18"	35'10"
12	Otto Rodenburg	Holland	1°08'02"	30'22"	37'40"	0'31"	27'49"	28'04"	28'42"
13	Ronald Higgs	Canada	1°07'54"	34'49"	29'48"	26'35"	27'39"	0'23"	33'05"
14	Richard Blackam	Australia	1°07'30"	7'12"	8'12"	33'43"	31'42"	33'47"	8'26"
15	Edward Ciapala	Poland	1°06'12"	22'16"	34'22"	31'50"	29'09"	28'42"	8'24"
16	Morar Aurel	Rumania	1°05'20"	1'40"	34'37"	25'50"	8'23"	14'03"	30'43"
17	Leif G.A. Englund	Finland	1°03'48"	30'37"	33'11"	25'18"	27'29"	7'04"	7'43"
18	Zhou Wen Bin	China	1°03'04"	28'43"	29'09"	20'39"	24'50"	31'12"	31'52"
19	Mike Thomas	Canada	1°01'35"	25'24"	30'41"	29'47"	3'36"	30'54"	13'43"
20	Harri Raulio	Finland	1°00'18"	29'43"	6'45"	8'59"	30'35"	24'00"	14'58"
21	Enomoto Hideyo	Japan	0°59'58"	8'08"	27'59"	7'45"	27'24"	23'26"	31'59"
22	Chen Guo Xiong	China	0°59'16"	30'11"	28'52"	22'00"	1'07"	0'12"	29'05"
23	Boyd Felstead	Australia	0°59'04"	7'39"	31'52"	7'14"	26'05"	9'03"	27'12"
24	Nonaka Shigeyoshi	Japan	0°57'53"	29'12"	28'41"	27'02"	23'19"	27'26"	13'26"
25	Werner Heise	Switzerland	0°57'48"	17'53"	12'22"	25'47"	28'26"	26'34"	29'22"
26	Carl Schueler	Canada	0°57'27"	7'53"	12'59"	29'22"	28'05"	27'46"	5'23"
27	Lu Xiu Seng	China	0°56'27"	28'01"	28'26"	25'07"	23'48"	23'00"	24'59"
28	Cornelis Wolthoorn	Holland	0°55'21"	12'24"	12'08"	20'45"	18'14"	23'04"	32'17"
29	Sakota Junichi	Japan	0°54'00"	25'16"	2'04"	18'47"	22'00"	24'42"	28'44"
30	Edmund K.T. Liem	Holland	0°52'42"	14'16"	24'16"	0'14"	0'12"	20'04"	28'26"
31	David Kerr	Australia	0°47'56"	22'05"	23'52"	17'16"	22'49"	23'49"	24'04"
32	Bezman Nicu	Rumania	0°45'33"	12'39"	21'23"	24'10"	7'38"	3'56"	17'15"

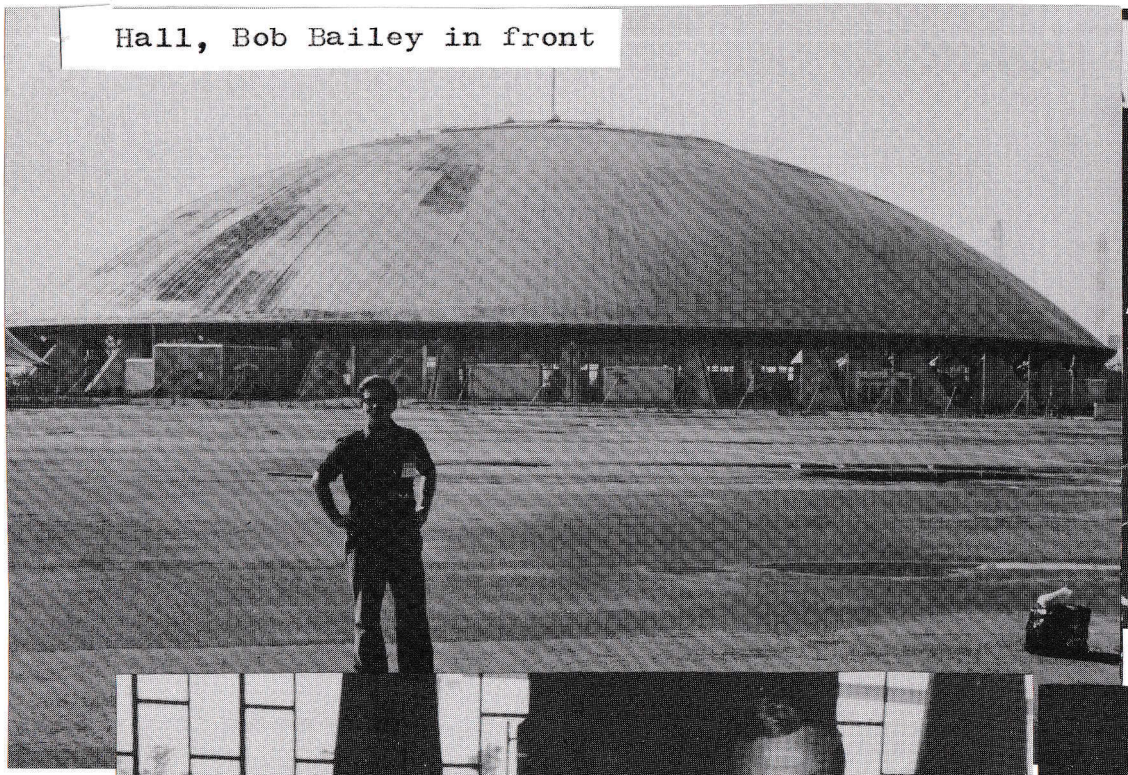
WORLD CHAMPIONSHIPS-NAGOYA

RANKING SHEET (COUNTRY)

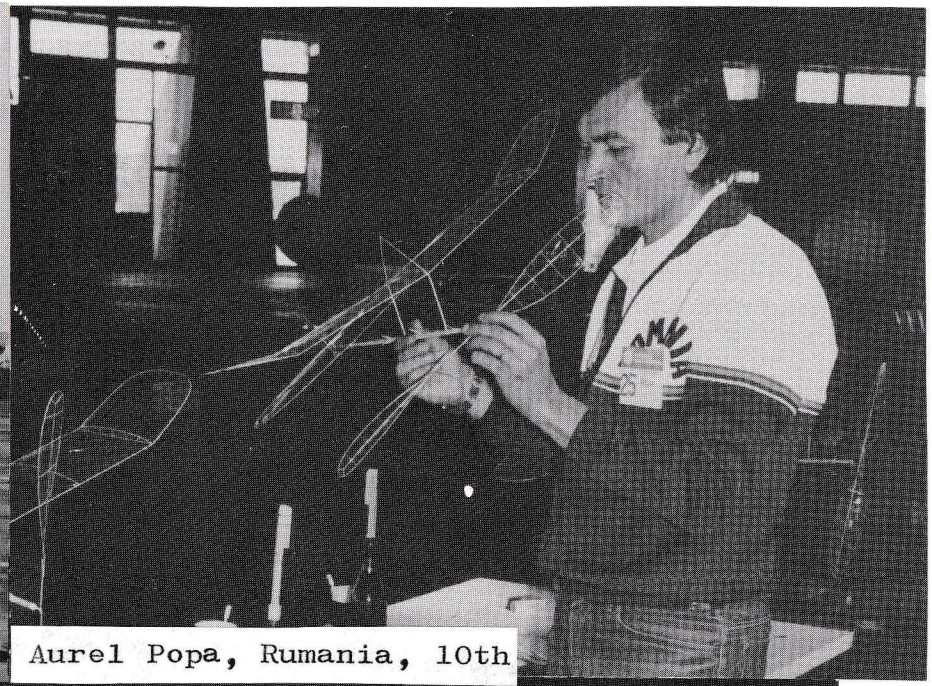
List 06
10-18-1984

RANK	COUNTRY	TIME	NAME	SUM.-OF BEST-2.
1	U.S.A.	3°44'14"	James Richmond	1°17'27"
			Cezar Banks	1°14'43"
			Robert Randolph	1°12'04"
2	Poland	3°24'58"	Sylwester Kujawa	1°09'24"
			Ryszard Czechowski	1°09'22"
			Edward Ciapala	1°06'12"
3	Switzerland	3°17'22"	Rene Butty	1°09'53"
			Dieter Siebenmann	1°09'41"
			Werner Heise	0°57'48"
4	Finland	3°14'28"	Pentti Nore	1°10'22"
			Leif G.A. Englund	1°03'48"
			Harri Raulio	1°00'18"
5	Canada	3°06'56"	Ronald Higgs	1°07'54"
			Mike Thomas	1°01'35"
			Carl Schueler	0°57'27"
6	Rumania	2°59'47"	Popa Aurel	1°08'54"
			Morar Aurel	1°05'20"
			Bezman Nicu	0°45'33"
7	China	2°58'47"	Zhou Wen Bin	1°03'04"
			Chen Guo Xiong	0°59'16"
			Lu Xiu Seng	0°56'27"
8	Holland	2°56'05"	Otto Rodenburg	1°08'02"
			Cornelis Wolthoorn	0°55'21"
			Edmund K.T. Liem	0°52'42"
9	Australia	2°54'30"	Richard Blackam	1°07'30"
			Boyd Felstead	0°59'04"
			David Kerr	0°47'56"
10	Japan	2°51'51"	Enomoto Hideyo	0°59'58"
			Nonaka Shigeyoshi	0°57'53"
			Sakota Junichi	0°54'00"
11	Great Britain	1°09'57"	Robin Leslie Bailey	1°09'57"
12	Denmark	1°08'40"	Jorgen Korsgaard	1°08'40"

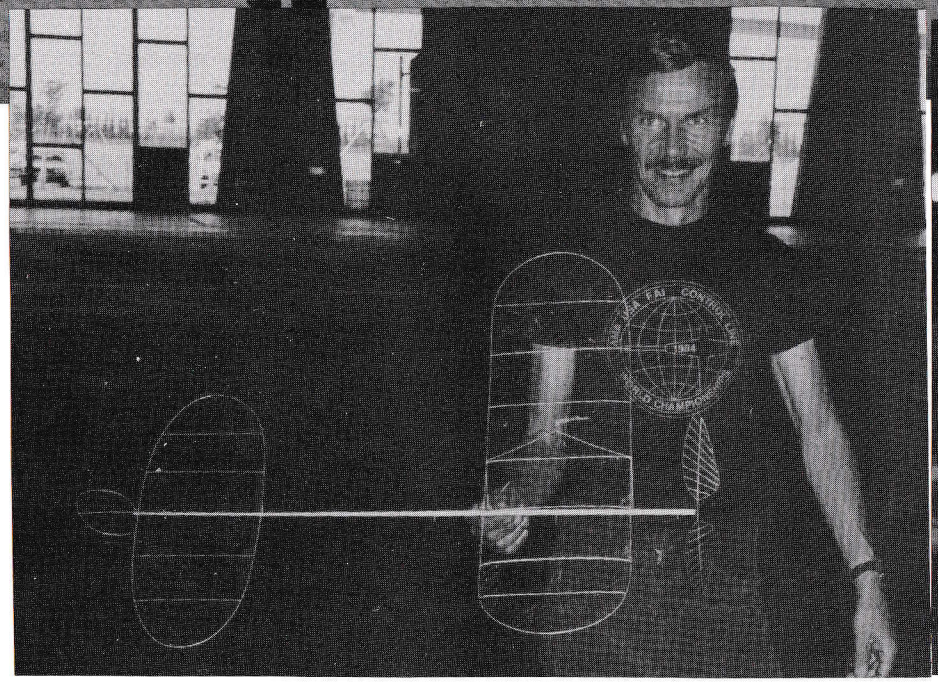




Hall, Bob Bailey in front



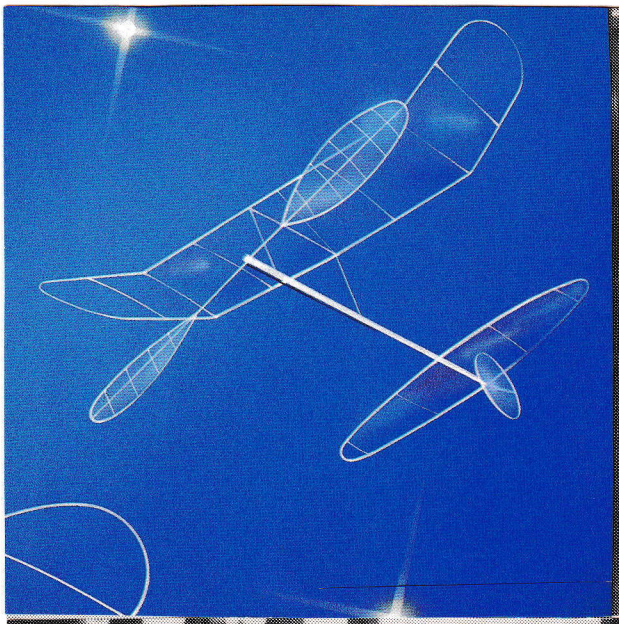
Aurel Popa, Rumania, 10th

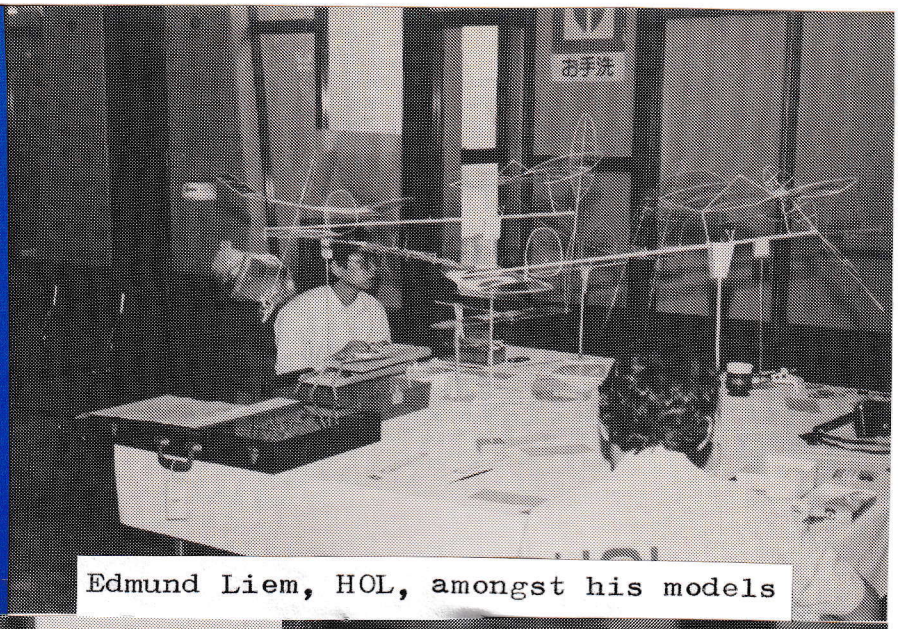


Pentti Nore, SF, placed 4th.

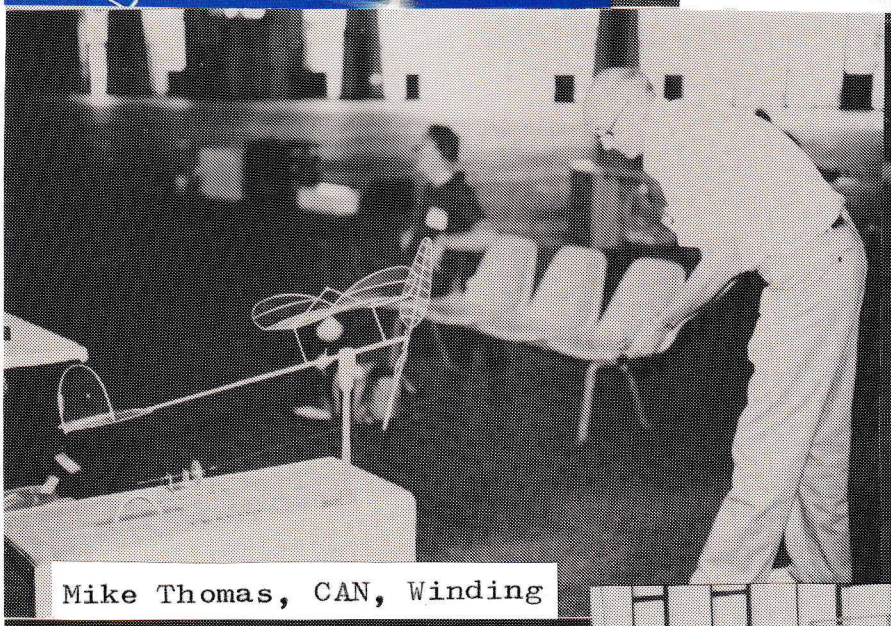


New World Champion Jim Richmond, USA





Edmund Liem, HOL, amongst his models



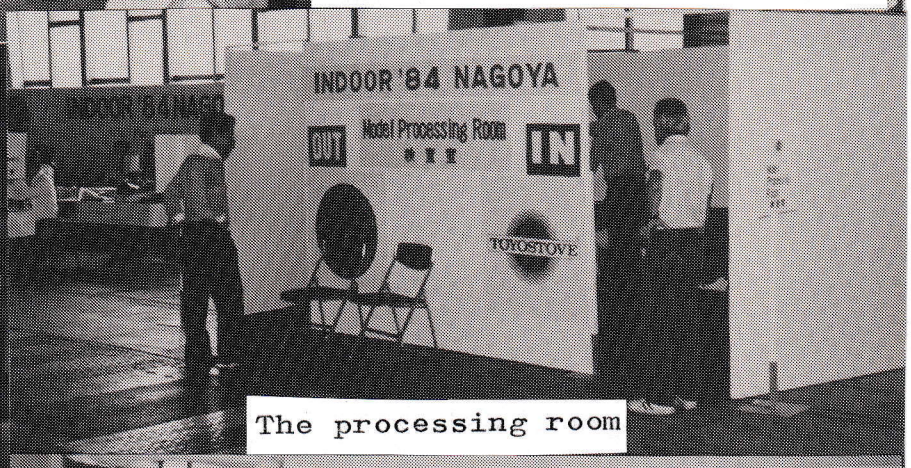
Mike Thomas, CAN, Winding



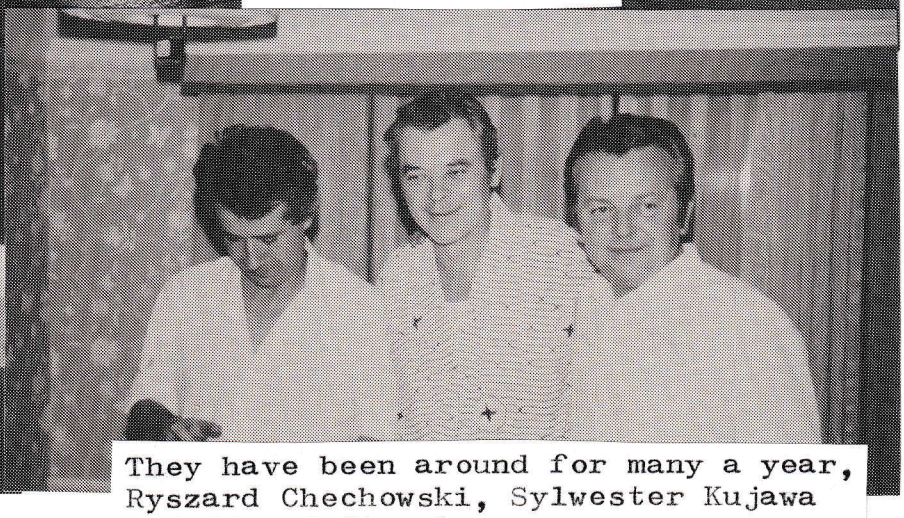
Carl Schueler, CAN, repairing



One of the Chinese



The processing room



They have been around for many a year, Ryszard Chechowski, Sylwester Kujawa and Edward Ciapala.



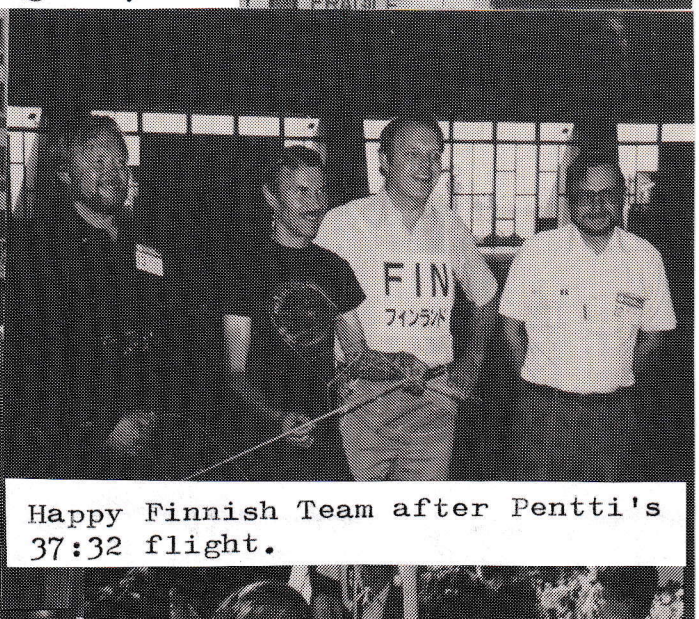
Bob Bailey, UK



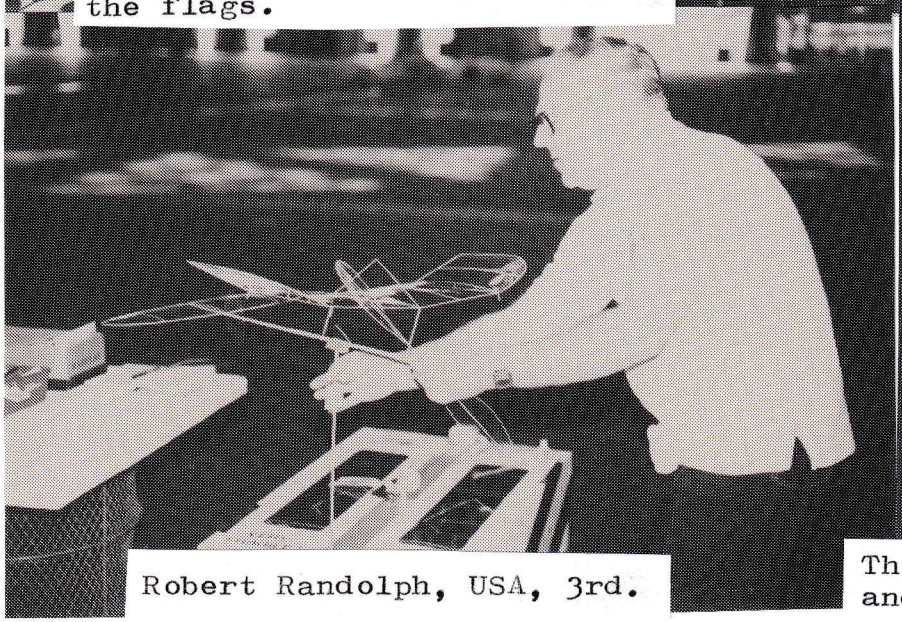
Jorgen Korsgaard, DEN



At the Nagoya Festival showing the flags.



Happy Finnish Team after Pentti's 37:32 flight.



Robert Randolph, USA, 3rd.



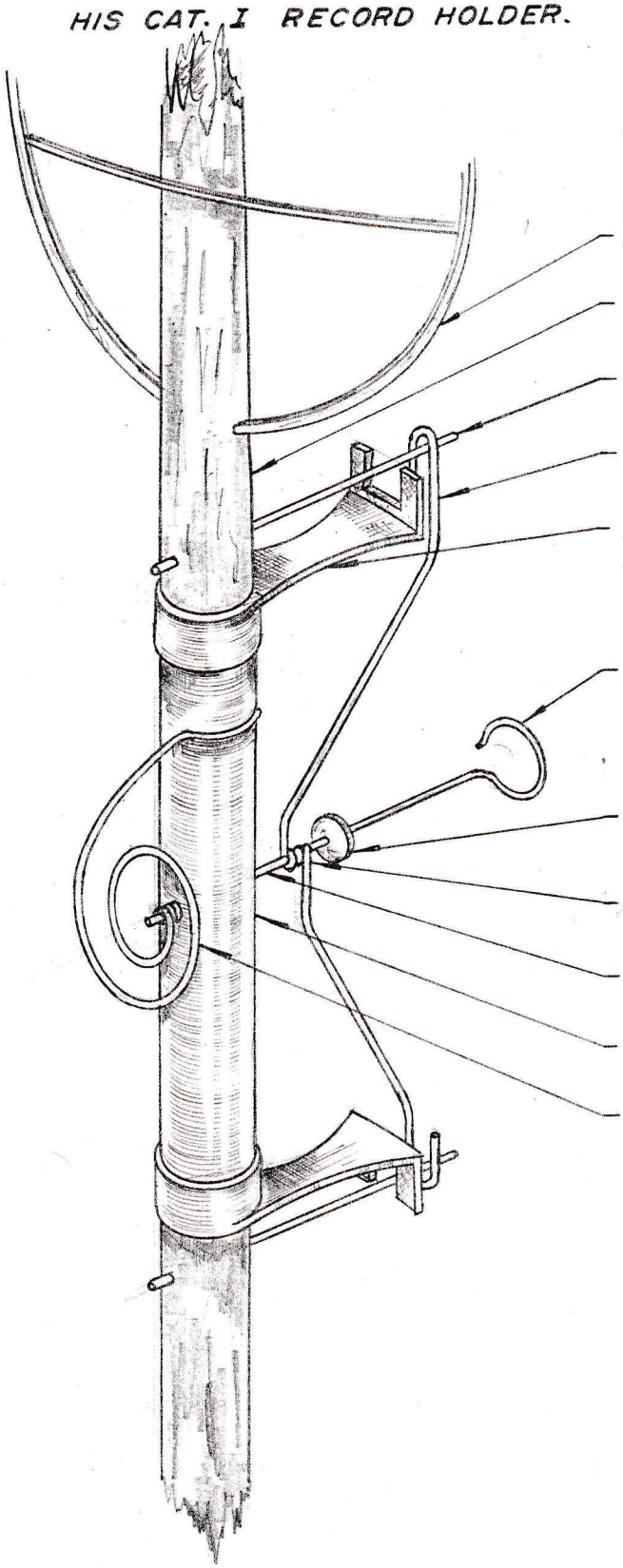
They made Japan extra attractive and made it very well with interpreting.

Editor, printer(could be a little better!), etc, etc, of this strange newsletter is:

Jorgen Korsgaard
Ahornweg 5,
D-2397 Ellund-Handewitt
W. Germany.
Telf.: 04608-6899

VARIABLE PITCH PROP BY MIKE THOMAS

INSPIRED BY TED MUXLOW'S 1950 R.T.P. MODEL.
THIS DESIGN ALSO USED BY RON HIGGS ON
HIS CAT. I RECORD HOLDER.



PROP OUTLINE

TAPERED PROP SPAR

·2MM PITCH ARM

·2 MM ACTUATING ARM

ADJUSTABLE MACHINED ALUMINUM COLLAR & HIGH/LOW PITCH STOP

RUBBER ATACHMENT HOOK

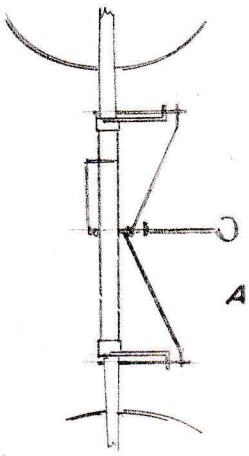
TEFLON THRUST WASHER

SOLDER TO SHAFT

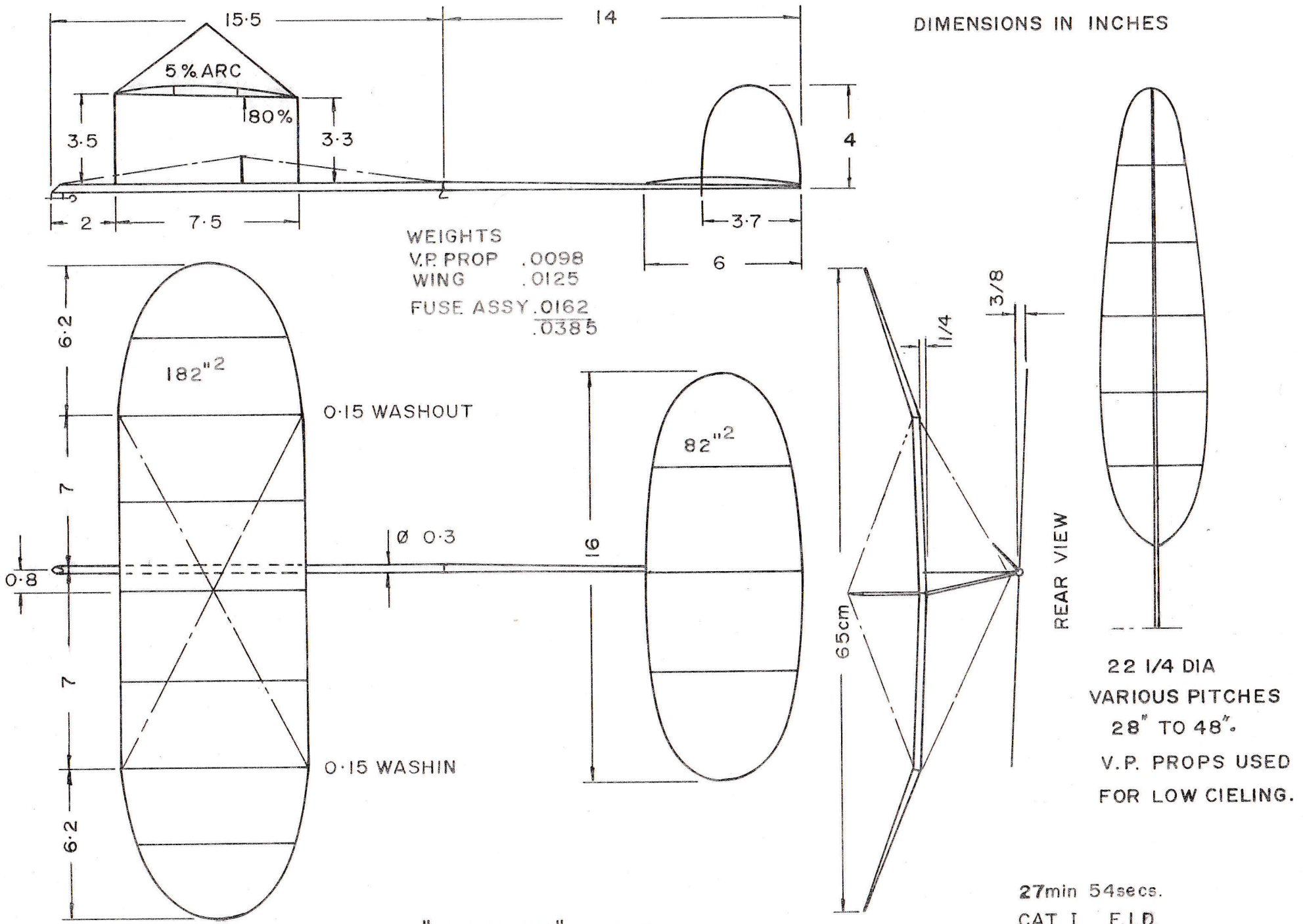
·25MM SHAFT

ROLLED TISSUE TUBE

·2MM WIRE ADJUSTABLE LOAD SPIRAL SPRING. SOLDERED TO SHAFT.



ACTUAL SIZE



"LUCKY JIM" F.I.D.
BY MIKE THOMAS

27min 54secs.
CAT I F.I.D.
WORLD RECORD CLAIM
27 NOVEMBER 1983
RON HIGGS CANADA