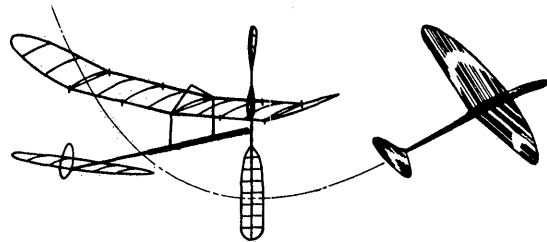


INDOOR

NEWS and VIEWS

Editor: Bud Tenny · Box 545 · Richardson, Texas · 75080

#1



****NATIONAL INDOOR MODEL AIRPLANE SOCIETY****

A Reminder

Turn right now to the outside page of this issue and note the mailing label. In the upper right-hand corner of the label there appears (with very few exceptions) a number. Note up above, in the masthead--the number 1 appears. All this number jazz is the result of a suggestion by Ed Whitten which allows my normal bookkeeping actions to proceed properly, even if I continue to have difficulty in resuming my original once-a-month publishing schedule. This issue is #1 in the new series of issues which begin with this issue, and the number on your address label is the number of the issue which marks the end of your subscription. If for some reason you feel that you have more issues coming, check with me and I will send you a copy of the record card and we will work out what happened. Meanwhile, you can rejoice that the publication date which appears above is essentially, if not completely, up to date. It may have taken teaching an old dog new tricks, but we made it!

This Issue

As this is being written, I'm not sure that more than the results will fit. If they did, I also have some commentary about the two other major events which we (NIMAS) shared our week with; the Nats and the Peanut Scale Grand Prix. If you have just joined us, results from the Grand Prix and results and commentary from the Peanut Scale Speed event (part of SMART) appeared in the next most previous issue (should it be called -1?); that issue was dated Dec. '79.

FAI Finals

About the time you get this, the FAI Finals (to pick the U.S. Indoor Team for the 1982 Indoor World Championships) will be ready to begin at Santa Ana hangar in California. I hope that some kind soul will furnish some information and at least a short report on what happened and who won, with what.

THE PICTURE STORY

Photos from all three events have been intermingled; all photos by Bud Tenny.

Page 2

- Row 1 Left - Martin Varney's semi-scale Bostonian. Wing had been shifted back for better balance; not enough (see clay on skid). Model heavy, but flew well.
- Row 1 Right - Mike Clem winds his "new rule" Easy B; second place in the Nats.
- Row 2 Left - Experimental Easy B prop, flown by Brian or Bradley Fulmer. Hub structure is round carbon fiber strand; material was available as sample only. The short piece only holds the pitch angle. Same size material is stiff enough for wing posts.
- Row 2 Right - No, not turbulator strips--de-turbulators! This model by Moe Whittemore was too light for the ceiling. The modification greatly increased the altitude, but too little to make the model competitive.
- Row 3 Left - Folkerts Racer by Martin Varney won the Peanut Speed event handily, yet flew well in duration also. This one didn't climb 'way past the top of the pylons!
- Row 3 Right - Doc Martin loads his Alco Sport; it won 4th at the Nats.
- Row 4 Left - Don Lindley holds while Dave winds; they are an active father-son team from the Chicago Aeronauts.
- Row 4 Right - Dennis Jaecks built two almost identical Pennyplane models; a careful study will show the left one has constant camber airfoil, while one on right tapers in thickness from 7% to 3%; reduces level flight torque and improves flight time.

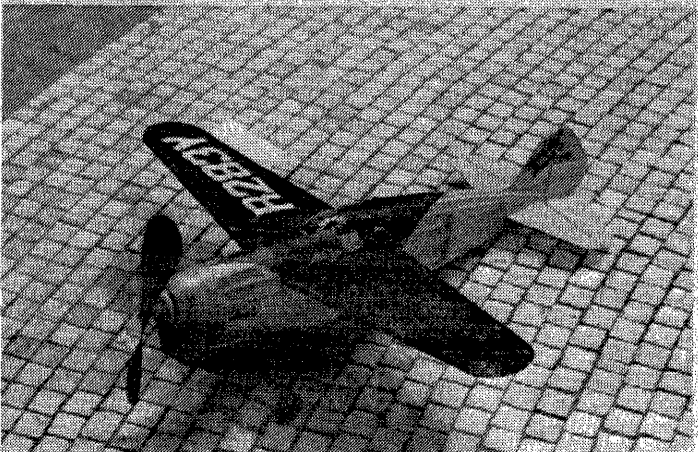
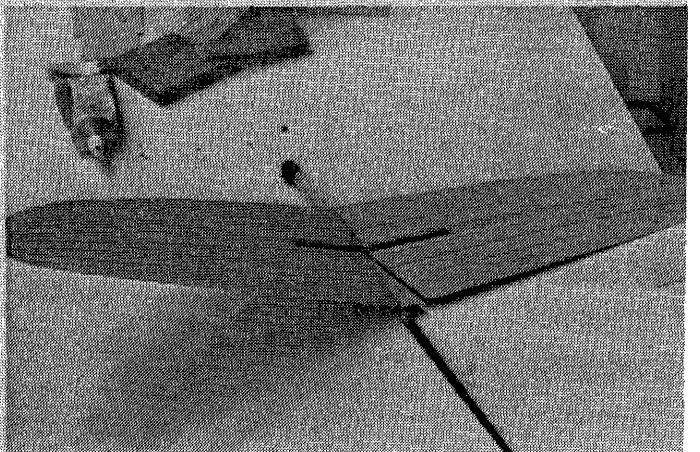
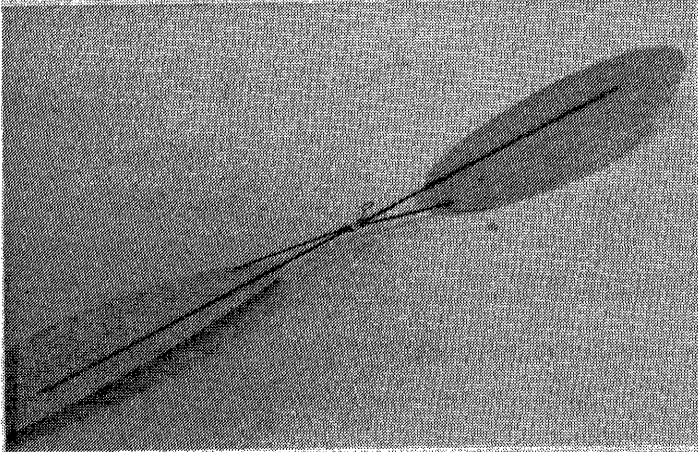
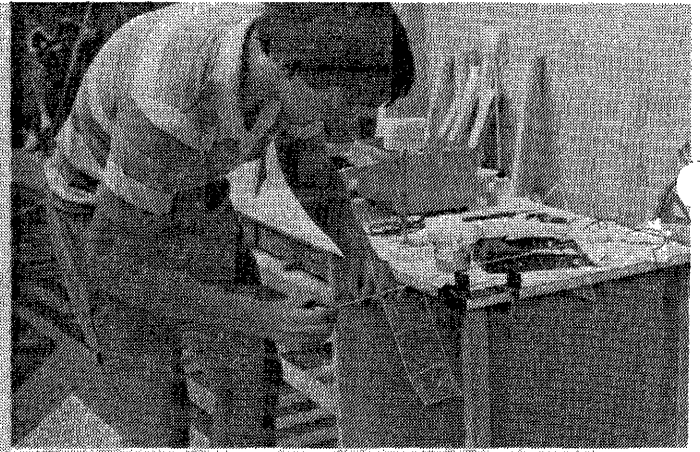
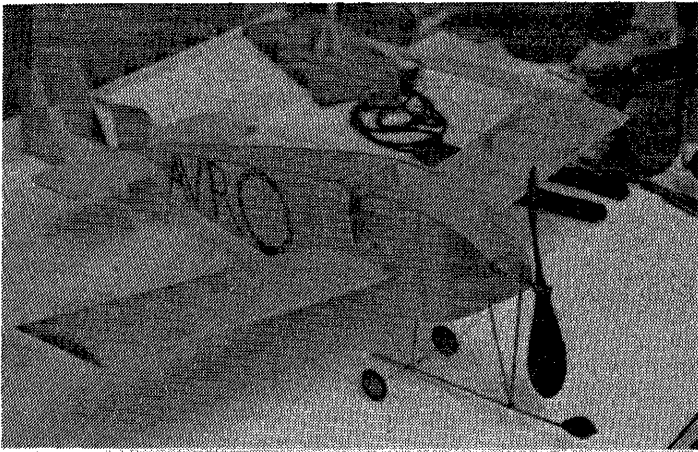
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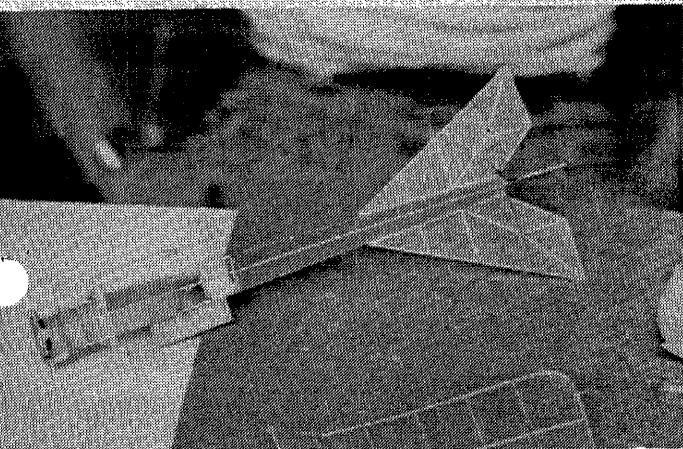
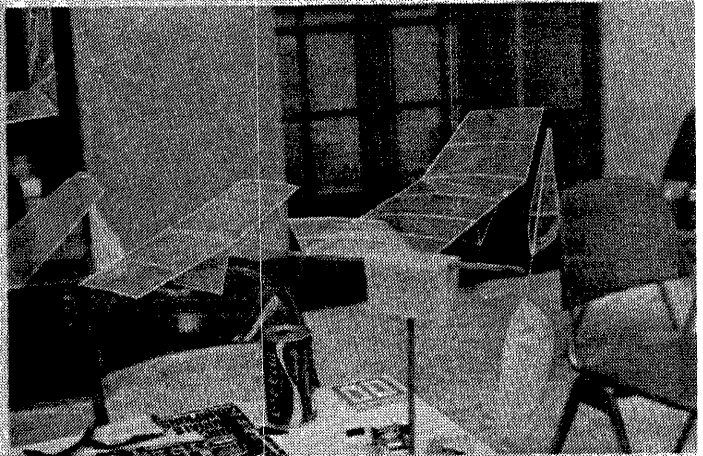
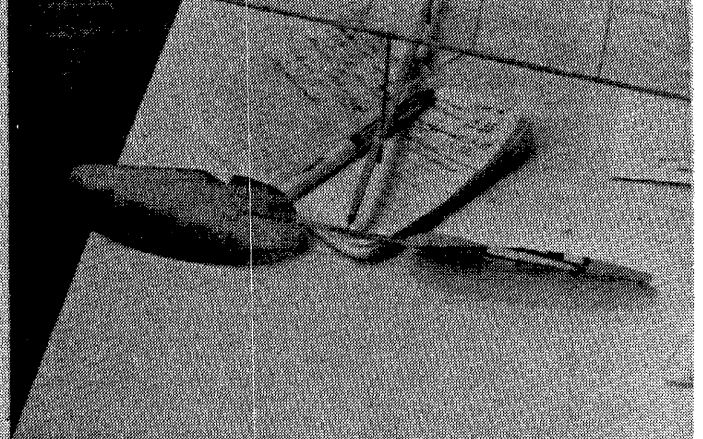
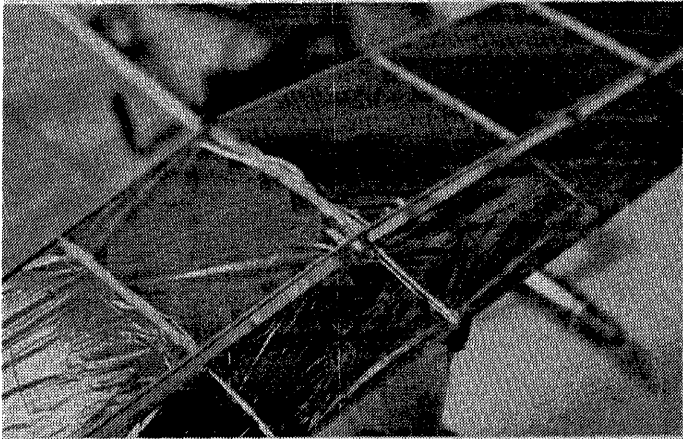
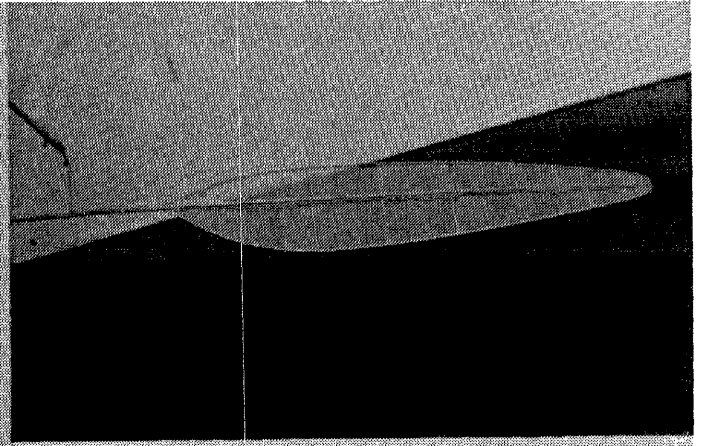
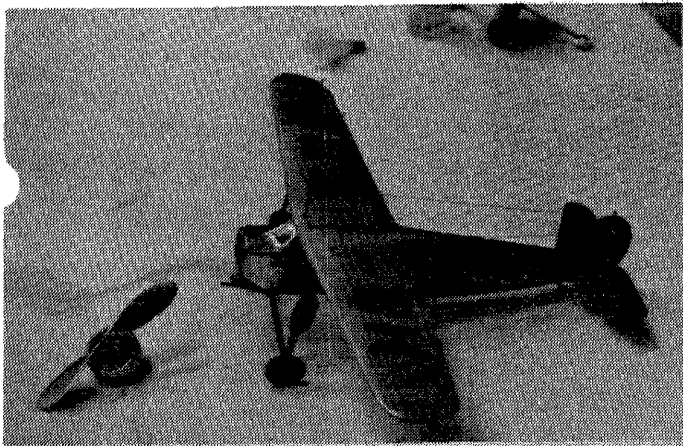
- Row 1 Left - This neat model came from Ranier Lotz of West Germany. This one was properly packed and came with good flight instructions.

- Row 1 Right - An all-balsa, built-up, covered Easy B prop. The covering is ultra-thin balsa, with grain running across the blade. It was worth the trouble--Earl Hoffman won the Nats with it!
- Row 2 Left - Two-piece slotted stab for Pennyplane; built by Moe Whittemore. Wing has a reflex airfoil, with single-surface covering on the bottom of the ribs. Model seemed to fly well, Moe needed more time to trim for high ceiling.
- Row 2 Right - Another unusual prop--Pennyplane prop made from styrofoam covering from 2-liter soft drink bottle. Bernie Boehm got the idea and tried shortly after the container style was discontinued! Oh, well, maybe next time!
- Row 3 Left - Bill Hulbert with his FAI models.
- Row 3 Right - Jim Clem's Novice Pennyplane and built-up prop. Prop outline and pitch layout per Cezar Banks' Novice PP.
- Row 4 Left - This super-light Peanut wasn't packed well, got here mangled. Martin Varney did super repair job; proxy-flew the model to second place.
- Row 4 Right - Walt Van Gorder with one of very few 20+ paper-covered Easy B models. Walt is a fierce competitor; has done well in short time flying indoor.

1981 INDOOR NATS RESULTS

<u>AMA STICK - Jr.</u>		<u>AMA LADIN - Jr.</u>	
Jenifer Jaecks	8:23.6	Paul Loucka	11:24.3
Chad Curth	5:39.0	Bryan Fulmer	4:33.2
Paul Loucka	0:48.2		
<u>AMA STICK - Sr.</u>		<u>AMA CABIN - Op.</u>	
Dave Lindley	17:48.6	Richard Doig	18:57.0
Mike Clem	17:18.2	Tony Sutter	14:40.8
Bradley Fulmer	8:33.8	Larry Loucka	13:05.0
		Dan Belieff	9:22.6
		Ron Ganser	4:27.2
<u>AMA STICK - Op.</u>		<u>FAI STICK - Jr.</u>	
Cezar Banks	30:31.8	Jenifer Jaecks	21:53
Jim Richmond	30:29.4	Paul Loucka	13:21
Bill Hulbert	30:13.2	Chad Curth	15:08
Paul Tryon	27:19.6		
Richard Doig	25:41.0	<u>FAI STICK - Sr.</u>	
Dennis Jaecks	25:34.8	Dave Lindley	34:37
Dan Belieff	25:31.6		
Dick Hardcastle	23:03.4	<u>FAI STICK - Op.</u>	
Ed Stoll	22:56.0	Jim Richmond	68:35
Ron Ganser	21:44.0	Earl Hoffman	65:40
Earl Hoffman	21:25.4	Stan Chilton	65:14
Jeff Annis	20:13.0	Paul Tryon	63:17
James Davidson	19:51.0	Bill Hulbert	62:53
Jerry Skrzjanc	19:32.0	Dick Obarski	59:11
Roman Szymula	19:18.6	Ed Stoll	58:37
Dick Obarski	16:26.0	Richard Doig	57:04
Otto Curth	13:02.8	Dick Hardcastle	55:50
Jim Clem	11:51.4	Roman Szymula	45:06
		Jack Carter	42:25
<u>AMA PAPER STICK - JR.</u>		Walt Van Gorder	42:02
Jenifer Jaecks	9:40.0	Jeff Annis	40:43
Bryan Fulmer	8:27.0	Ron Ganser	39:52
Paul Loucka	8:26.0	Dan Belieff	38:01
Chad Curth	6:49.0	Jim Clem	28:49
		Otto Curth	15:21
<u>AMA PAPER STICK - Sr.</u>		Dennis Jaecks	15:15
Mike Van Gorder	15:39.4	Larry Loucka	11:32
Dave Lindley	13:26.0		
Bradley Fulmer	8:01.6		
<u>AMA PAPER STICK - Op.</u>		<u>AMA PENNYPLANE - Jr.</u>	
Jim Richmond	27:25.4	Jenifer Jaecks	11:25.4
Jerry Skrzjanc	24:38.0	Paul Loucka	9:57.2
Richard Doig	23:50.4	Thomas Norell	8:54.2
Dick Obarski	23:14.0	Chad Curth	7:42.7
Ed Stoll	22:42.0	Brian Varney	6:48.4
Ron Ganser	21:54.4	Kris Warmann	6:43.4
Dan Belieff	21:53.0	Bryan Fulmer	3:18.0
Charlie Sotich	20:18.0		
Gordon Wisniewski	19:29.0	<u>AMA PENNYPLANE - Sr.</u>	
Tony Sutter	19:28.4	Mike Clem	10:38.3
Stan Chilton	19:08.2	Dave Lindley	10:28.0
Rex Powell	15:51.2	Mike Van Gorder	9:14.0
Tom Killough	15:06.0	Glenn Campbell	6:12.0
Douglas Barber	13:04.4	Bradley Fulmer	5:33.0
Larry Loucka	7:42.2		
Lew Gitlow	4:45.0		





<u>AMA PENNYPLANE - Op.</u>		Dan Belieff II	106.7
Dennis Jaecks	13:56.2	Bob Larsh	106.4
Cezar Banks	13:31.2	Mike Arak	105.4
Dick Hardcastle (time)		Wally Simmers	102.6
Robert Warmann	11:24.8	Bill Schlarb	95.5
Larry Loucka	10:58.0	Robert Warmann	91.2
Roman Szymula	10:29.1	Maurice Whittmore	83.3
<u>James Davidson</u>	10:23.0	Rex Powell	74.4
Jim Jones	10:05.1	Tom Killough	73.2
Walt Van Gorder	10:04.5	Dan Belieff	65.7
Maurice Whittmore	9:59.0		
Bernie Boehm	9:56.2	<u>AMA SCALE - Jr.</u>	<u>Score</u>
Gordon Wisniewski	9:49.1	Graham Killough	116
Earl Hoffman	9:31.2	Brian Varney	104
Ron Ganser	9:25.0	Liz Sanford	104
Lew Gitlow	9:19.7	Bryan Fulmer	103.5
Tony Sutter	9:08.3	Melanie Sanford	102
Tony Italiano	9:07.0	Kris Warmann	68.5
Robert Moulton	8:55.0		
Robert Oppegard	8:27.1	<u>AMA SCALE - Sr.</u>	
Douglas Barber	8:13.7	Bradley Fulmer	115.5
Carl Fries	8:05.0	Stef Sanford	107.5
Jess Bacon	7:52.7	Glenn Campbell	99.5
Joseph Macay	7:10.0	Michael Gilbert	94.5
Walt Everson	6:55.3		
Otto Curth	6:23.6	<u>AMA SCALE - Op.</u>	
Del Ogren	5:52.1	Ed Stoll	(S)
Arthur Adamisin	4:50.2	Tom Killough	
Charlie Sotich	4:02.0	Joseph Macay	
Pat Ciambrello	3:10.0	John Martin	
		Phil Cox	
<u>AMA EASY B - Jr.</u>		Bob Clemens	
Robert Skrzjanc	14:25.0	Arthur Adamisin	128
Graham Killough	8:56.0	Bob Willey	127
Bryan Fulmer	7:18.3	Lloyd Wood	125.5
Thomas Norell	6:23.0	Walt Everson	118.5
		Martin Varney	112.5
<u>AMA EASY B - Sr.</u>		Curt Sanford	109.5
Mike Van Gorder	15:24.8	Mike Arak	99.5
Mike Clem	12:40.8	Rex Powell	89.5
Bradley Fulmer	7:25.0	Pat Ciambrello	83.5
		Perry Peterson	79
<u>AMA EASY B - Op.</u>		Jim Miller	78
Earl Hoffman	21:56.8	Jim Davidson	78
Walt Van Gorder	20:34.0	Robert Warmann	45
Dick Hardcastle	19:43.8		
Jerry Skrzjanc	18:56.0	<u>AMA PEANUT SCALE JR.</u>	
Lew Gitlow	17:48.2	Bryan Fulmer	122
Bob Mullins	17:11.3	Graham Killough	118
Stan Chilton	15:57.8	Melanie Sanford	114
Cezar Banks	15:55.6	Thomas Norell	112
Roy Kerr	15:40.0	Arthur Adamisin	103
Douglas Barber	13:55.6	Brian Varnen	91
James Davidson	13:20.6	Kris Warmann	29
Carl Fries	13:09.0		
Tony Sutter	12:35.2	<u>AMA PEANUT SCALE - Sr.</u>	
Roman Szymula	11:26.7	Bradley Fulmer	133
Rex Powell	10:22.0	Michael Gilbert	113
Jess Bacon	7:59.5	Stef Sanford	110
Pat Ciambrello	7:21.0	Glenn Campbell	93
Walt Everson	5:22.6		
Bill Bigge	4:33.5	<u>AMA PEANUT SCALE - Op.</u>	
		Jim Miller	214
<u>INDOOR HLG - Jr.</u>		Arthur Adamisin	160
Kris Warmann	97.0	Bob Clemens	146.4
Thomas Norell	96.3	Tony Sutter	139
Bryan Fulmer	92.7	Joseph Macay	134
Paul Loucka	79.6	Jim Davidson	133
Graham Killough	59.4	Earl Hoffman	132
Taylor Strack	21.3	Pat Ciambrello	126.6
		Bob Willey	123
<u>INDOOR HLG - Sr.</u>		Curt Sanford	121
Mike Clem	96.6	Mike Arak	116
Bradley Fulmer	93.0	Perry Peterson	116
Glenn Campbell	54.5	John Martin	114.6
		Martin Varney	95
<u>INDOOR HLG - Op.</u>		Walt Everson	75.8
Bernie Boehm	141.8	Tom Killough	73
Stan Stoy	134.5	Bill Bigge	29

FOOTNOTES

There's not too much room left, as anticipated; the four-page format dictated by mailing weight restrictions (overseas) has proven to be somewhat limiting! So, here is a brief summary of the week:

Nats attendance was much higher, and by more of the top fliers, than in several years. If you want a good comparison, dig out a past issue of INAV and compare the number of entrants to this year's listing. It also seemed that there were a few more Juniors and Seniors than before. The reason is apparent; those who attended here were those whose parents cared enough to help, or to see that they got help, with indoor modeling. In other words, AMA has less of a "Junior" problem than a problem of insufficient involvement by adults in working with Junior fliers!

NIMAS Non-INDEX Competition

<u>Name</u>	<u>Age</u>	<u>Model</u>	<u>Scale/Flight</u>
<u>AMA Rubber Scale</u>			
Butch Hadland	Op.	Lacey M-10	85/69.4
Stef Sanford	Sr.	Lacey M-10	54/91.5
John Martin	Op.	Alco Sport	72/73.0
Melanie Sanford	Jr.	Lacey M-10	49/91.6
Liz Sanford	Jr.	Lacey M-10	49/90.6
Bob Clemens	Op.	Granwell CLA-3	84/43.6
Jim Miller	Op.	Currie Wot	66/58.8
Paul McIlrath	Op.	Glenny-Henderson	10/114.2
Curt Sanford	Op.	Lacey M-10	64/54.2
John Martin	Op.	Niewport 17C	61/109.3
<u>Peanut Scale</u>			
Tony Sutter	Op.	Heinkel 100 V-8	280/57.0
Jim Miller	Op.	Vagabond	182/109.0
Mike Arak	Op.	Lacey M-10	300/56.2
Bob Willey	Op.	Fike	236/57.0
Liz Sanford	Jr.	Lacey M-10	140.2/98
John Martin	Op.	Niewport 17C	253.5/48.3
Earl Hoffman	Op.	Piper Vagabond	123/103
John Martin	Op.	Niewport Triplane	250.5/31.5
Bob Clemens	Op.	Pacific Standard	192/51.5
Melanie Sanford	Op.	Lacey M-10	131.5/92.5
Plenny Bates	Op.	Old Ironsides	144/29.8
<u>CO₂ Scale</u>			
Butch Hadland	Op.	Lacey M-10	141/226
Bob Clemens	Op.	Farman Jabiru	70.2/154.2
Phil Cox	Op.	Wittman Buttercup	66.1/152.1
<u>Manhattan Cabin</u>	<u>Age</u>	<u>Time</u>	
Walt Van Gorder	Op.	9:09.0	
Larry Loucka	Op.	9:05.0	
Ron Ganser	Op.	8:21.0	
Tony Sutter	Op.	6:05.2	
Dan Kilgore	Op.	5:09.0	
Bob Clemens	Op.	4:31.7	
<u>Bostonion Cabin</u>	<u>Age</u>	<u>Charisma</u>	<u>Score*</u>
Bob Clemens	Op.	1.2	346.8
Martin Varney	Op.	1.1	321.31
Paul McIlrath	Op.	1.05	233.83
Walt Everson	Op.	1.05	191.63
Del Ogren	Op.	1.0	188.5
Carl Hedley	Op.	1.1	173.36
*Score = (three flight total) x Charisma			
<u>"Old" Easy B (Separate Trophy)</u>		<u>Time</u>	
Stan Chilton	Op.	20:50.7	
Walt Van Gorder	Op.	19:43.4	
Dick Obarski	Op.	18:13.0	
Gerald Skrzjanc	Op.	17:09.0	
Mike Van Gorder	Sr.	14:54.0	
Doug Barber	Op.	13:03.8	
<u>Other NIMAS Index Flights</u>			
<u>Name</u>	<u>Model Class</u>	<u>Age</u>	<u>Time</u>
Lew Gitlow	Ornithopter	Op.	3:06.2
Ron Ganser	Cabin	Op.	24:04.0
Rick Doig	Cabin	Op.	21:20.7
Stan Chilton	Paper Stick	Op.	23:14.7
Jack Carter	Indoor Stick	Op.	21:33.0
Stan Chilton	FAI Stick	Op.	35:16.3
Jack Carter	FAI Stick	Op.	27:10.3
Gerald Skrzjanc	FAI Stick	Op.	26:05.8
Roman Szymula	FAI Stick	Op.	25:58.8
Jess Shepherd	FAI Stick	Op.	24:42.5
Robert Skrzjanc	FAI Stick	Jr.	15:28.8
Walt Van Gorder	New Easy B	Op.	21:36.8
Dick Hardcastle	New Easy B	Op.	21:28.0

One non-flying event of momentous import happened. Dick and Nicki Hardcastle, from the St. Louis, Missouri area, showed a really super indoor film which was very well received. It was a superbly photographed and staged documentary of the 1981 World Championships, flown at West Baden last year. This film will soon be available through AMA Headquarters, and should be viewed by all clubs!

ONE LAST WORD

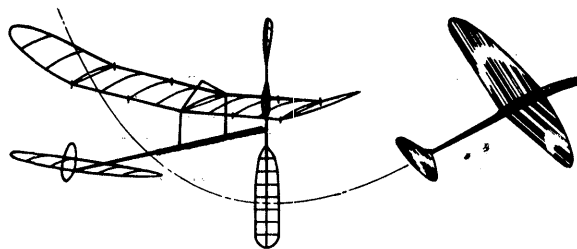
If you followed the exhortation to examine your mailing label and didn't find a number instead of a date, it's because I ran out of time to finish updating the records; electing to get this issue out before it died on the vine!

INDOOR

NEWS and VIEWS

Editor: Bud Tenny · Box 545 · Richardson, Texas · 75080

#2



****NATIONAL INDOOR MODEL AIRPLANE SOCIETY****

This Issue

As a reminder, this is the second issue (see upper right corner of the masthead) under the new arrangement where issues are numbered sequentially and the current date is put on the masthead. So, to tell when your own subscription expires, look at the upper right-hand corner of your address label. When the issue you receive has the same number as that on your label, you have the last issue due under your subscription. In response to many requests, the current membership rates (including INAV) appear below:

Members on North American continent: \$4.50/12 issues.

Other subscriptions: \$4.50 + postage surcharge. Postage surcharge for seairmail: \$1.50 (total cost \$6.00). Postage surcharge for airmail: \$2.50 (total cost \$7.00)

Missing Issue #1?

If you did not get an issue with #1 on it, but were supposed to, drop me a line. I found out the hard way that some of the labels had defective stickum. I noted that many were not sticking well, so I taped them down. Apparently I missed some, since a few issues came back with no labels, but with a sticky, dirty place showing where the label used to be! Of course, this gave me no clues about whose issue it was, so I'll have to rely on you!

AMA Election Under Way

By the time you receive this, most AMA members will have received their ballot for the 1981 Officer Elections. This year, the odd-numbered Districts are electing Vice Presidents, and the office of AMA Secretary-Treasurer is on the ballot for all members to vote on. The incumbent S/T is Jim McNeill, who has done an excellent job. I don't know exactly why his name was left off the ballot, since he was nominated. I personally believe that he deserves to be presented on the ballot. Since he is not, you must write in his name if you feel as I do and wish to vote for him.

An Important Book!

Some of you may have been fortunate enough to have seen and perhaps buy a copy of "BUILDING AND FLYING INDOOR MODEL AIRPLANES", by Ron Williams. This book tells all you wish you knew about indoor modeling, but don't know who to ask. The book covers not only start-up information for all kinds of indoor models, but also tells many of the finer points as well.

The book contains an unbelievable variety of information, and is profusely illustrated with both photos and hand-drawn illustrations. One of the big difficulties of getting new people into our ranks is how to let people know what we are about and how to build these unusual models we are obsessed with. This book, made available to young people, certainly can help to spread this information. To that end, I have donated a copy to the Richardson Public Library. I hope that this will seem like a good idea to many of you, and that you will follow suit in your own neighborhood. If you can't afford this, show your copy to the head librarian and see if you can't get the library to order their own copy. If you don't have a copy yet, you are missing out on one of the most important events of the past several years! You can get your copy from Simon & Schuster; in paperback for \$12.95. Hop to it!

Another NIMAS Member Dies

We were recently notified that Maj. Gen Franklin Davis, retired career officer and long-time NIMAS member, died on May 4, 1981. Those who knew him will miss his activity and enthusiasm.

FAI TEAM SELECTION FINALS

Elsewhere in this issue are shown the results for the Team Selection Finals, held at Santa Ana on Labor Day Weekend. Besides the results as shown, it is worthy of note that 1st runner-up Dan Domina passed up the offer (traditionally made,

not required) to be Team Manager. Bud Romak, the next runner-up, accepted the nomination and was elected Team Manager. Bud has a number of years of experience as team member, along with a significant amount of experience managing his own business; he will be an excellent manager. Congratulations and best wishes to Bud and team members Cezar Banks, Ray Harlan and Jim Richmond! It is currently expected that Erv Rodemsky will also fly at the 1982 Indoor WCh to defend his title. The current expectation is that the 1982 WCh will be in the Romanian Salt Mines.

New Team Selection Committee Members

In fairly recent past history, there were two vacancies on the Team Selection Committee; Ted Gonzoph died last year and C. V. Russo resigned this year. Manny Radoff was elected by fliers from District II to replace Russ, and Stan Chilton was appointed to replace Ted.

At the time of this writing, an election is under way to replace Jim Richmond as Chairman of the Committee, who resigned after doing an excellent job. Thanks to Jim, and congratulations to Stan and Manny!

NATIONAL FREE FLIGHT SOCIETY

The time has come for making nominations for the two special awards made annually by NFFS, with nominations being accepted until Jan. 1, 1982 for the following categories:

Top Ten Models Of The Year. Send nominations to Gil Graunke, 15260 Heather Hill Dr., Brookfield WI 53005.

1982 Free Flight Hall of Fame. Send nominations to A. J. Italiano, 1655 Revere Dr., Brookfield WI 53005.

CONTEST BOARD ACTION

Although official announcement has not been made, the recent Free Flight Contest Board voting has approved a return to rules for Easy B similar to those in effect when the microfilm-covered model was created. The major difference is that Easy B remains an official event rather than a provisional event as it was originally. Thus ends an unfortunate series of happenings which did nothing to promote model aviation in general and Indoor in particular. Hopefully, both the fliers and the Contest Board have gained insight and experience.

NATIONAL RECORD ACTIVITY

Three fliers are due congratulations for their flight activity in recent months. First in order of occurrence: Mr. Hideyo Enomoto of Japan set a new FAI Cat. I World Record in March, 1981; the time was 25:24. The previous mark was held by Tom Vallee.

On the local scene, Warren Williams claimed Lew Gitlow's AMA Cat III Helicopter record with a flight of 10:07 at Santa Ana during July. Then, in August, Tom Vallee set a new Cat I Paper Stick record of 16:04 and a Cat I H.L. Stick record of 22:26. Trying again in September, Tom then logged 23:32 for a new Stick record and 23:14 for a new AMA FAI Cat I record of 23:14. Each of these fliers deserve our applause; not many of us are pushing for new records at this time!

CONTEST CALENDAR

CALIFORNIA - San Diego

The San Diego Orbiters continue their monthly informal contests after club meetings at the Colina Del Sol Gymnasium. The next scheduled event is set for Oct. 23, 1981. Contact Howard Haupt for more info; ph. 282-4886.

KANSAS - Overland Park

Roger Schroeder has organized a series of indoor flying sessions at the Westport Roanoke Community Center, 3601 Roanoke Rd., Overland Park. The sessions are set for Nov. 28 and Dec. 12, 1981, and Jan. 14, Feb. 14, Mar. 14 and Apr. 14, 1982. The first three sessions are Fun Fly sessions from 3 pm to 5 pm and the other two are contests to be held from 3 pm to 7 pm. For more details contact Roger at 4111 W. 98 St., Overland Park KS 66207, ph. 648-4265.

NOT ANOTHER PROPOSAL!

MISSOURI - St. Louis

Jim Bennett, 324 Helfenstein Ave., St. Louis MO 63119, sent this schedule for indoor contests in the area: Oct. 24, 1981, St. Louis Armory, Easy B, HLG and Indoor Scale; Cat. II; 49'. Other meets: Nov. 15, Dec. 13, 1981 and Jan. 17, Feb. 14, Mar. 14 and Apr. 14, 1982. All those meets presumably scheduled for the Armory; all are AMA Class A meets except for the Apr. 4 meet, which is Class AA. Contact Jim for more details.

OKLAHOMA - Oklahoma City

The Sooner Free Flight Society will hold an AMA Class AA indoor contest at the National Guard Armory, 200 NE 23rd St., Oklahoma City, Dec. 13, 1981, from 8 am to 5 pm. Events: HLG (8 am to 10 am), "old" Easy B, Pennyplane, Paper Stick, Peanut Scale (AMA Rule #58), AMA Scale, Bostonion and Novice R.O.G. Contact Bill Baker, 1902 Peter Pan, Norman OK 73069, ph. 405-329-1018 for more details.

GLUE THE KNOT!

The material to follow is Stan Chilton's description of how to make motors by glueing the rubber instead of tying it. The major benefit to be gained is that the rubber has far less tendency to break at the knot when under high stress (during winding, primarily). Stan usually is surrounded by broken motors at the end of a contest day, and he maintains that most of his broken motor problem has been failure at the knot. Stan comments:

After trying quite a few knots (and breaking them either while tying them or testing them), I ended up with the following which works better than anything else I tried.

Lay out a piece of rubber about 1" longer than required for the size loop you want to end up with. Double (fold in two) the strands keeping them flat to each other and mark the exact length of motor you desire using a pen called a "Sharpie". It is a felt tip pen with a fairly sharp conical point and has permanent ink, probably some sort of cellulose base. Mark the rubber loop with the mark starting at the point of exact length you want, with the rest of the mark being on the outside of this exact length.

Begin by slipping on "O" rings if you use them, then take a scissor-type locking clamp and clamp the two loose ends together about 3/16" from the end. Hold the clamp handle in a vise and stretch the rubber loop over to an anchor so the rubber is stretched to about five times its normal length, with the mark visible. I use obsolete water-soluble rubber lubricant and put a very small amount around the marked area of the motor, using a small screwdriver. This sounds crazy, but it keeps the rubber from abrading itself at the knot. I then take some carpet thread (not nylon--maybe cotton with some dacron) and wrap this around the motor about three times, beginning at the loop end of the mark, and then tying a couple of overhand knots as tightly as possible. From the knot side you can see just two wraps of thread. The carpet thread should not be so small as to cut the rubber and not so big it is heavy or unwieldy.

I actually wrap this thread around the motor about three times, beginning at the loop end of the mark, then tying a couple of overhand knots in it. I tie as tightly as I can--from the knot side you can see just two wraps of thread.

Release the tied motor from the latched clamp and wash the motor and the knot clean. Dry it well with a clean cloth--when dry, especially at the knot, it must be glued. Put a drop of Hot Stuff on a piece of glass and use the 1/32 teflon tubing which comes with the glue to dip a tiny drop into the crotch of the loose ends of the tied loop. If you are very steady, put a very tiny drop on the knot in the thread. Be sure not to get any Hot Stuff on the motor itself! Blot off any excess glue and trim the ends of the rubber.

I am using a rubber lubricant consisting of boiled green soap and glycerin, and pure stinking lanolin--boiled to a cold cream paste (when cool) and adding about 1% vegetable base carrier silicone. This lube works as well as any I've ever used, and continues to work well when the motor is dry.

I keep all my rubber, both motors and skeins, well dusted with Johnsons Baby Talc. I also wash motors after each flying session and use more talc. The only trouble is that you have to wash each motor before using it, so locate your flying box near either a water fountain or a rest room, or take a supply of water to wash motors with.

As a result of using this method of tying motors, I break less than 1/3 as many motors as before, yet each motor is wound to at least 90% of full turns before backing off to the desired launch torque.

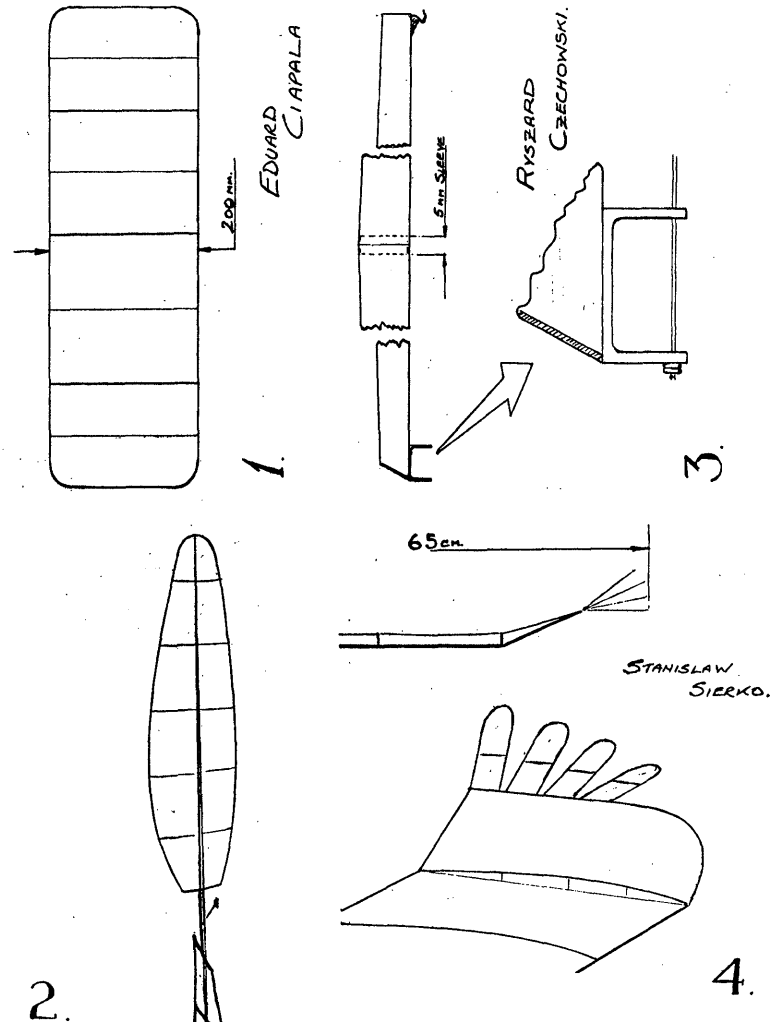
During the recent Team Selection Finals, a great number of models were lost by even the most experienced fliers, in one of the best Cat. III sites in the world. Erv Rodemsky contends that this is due to the continuing evolution of the F1D model, which leads to the models spending great amounts of time near the ceiling. Although I'm not sure I agree with all of his proposal (printed on page 4), I agree that there is a problem and that he has made many good points. Read it, make up your own mind, and comment either to Erv, or to INAV. If you wish, your comments, pro or con, can be aired in INAV. Erv's address is 26 Warmspring, Irvine CA 92714.

OLD, BUT INTERESTING--

Sometimes I get an item which gets lost in the shuffle or is crowded out of the issue it should have been to be timely. The material below was furnished by Ed Whitten, from a letter he received in 1979. Ideas seldom go out of style, so here are some different ideas!

NOTES from the 6th International F1D contest at Wroclaw, Poland, Sept. 20-23, 1979:

- 1 - Eduard Ciapala (Polish national champion) - unusually large chord wing (large for Continental designs) approaching 200 sq. inches area. Not used in contest.
- 2 - Sylvester Kujawa - Propeller with abruptly square cut hub - purely experimental - no conclusions formed.
- 3 - Ryszard Czechowski (1974 World Champion) - Tapered/spliced stick. Tapering is not new, but splicing appears original approach. Theoretically resists bending loads better than parallel stick. Important feature is that it is economic on wood. With care one can make two sticks from one sheet. Also nose bearing - immaculately machined from solid - stronger than 'bent-up' variety - however, more difficult to adjust thrust line.
- 4 - Stanislaw Sierko - A quite startling wing design giving appearance of wing tip feathers. Intention is to smooth out airflow/tip vortices a la Hoerner tips. Thought to be of questionable advantage at F1D airspeeds. Penalties: increased weight and loss of area.

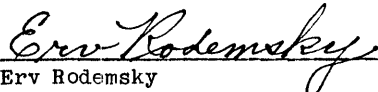


F1D INDOOR TEAM SELECTION CONTEST

September 5-7, 1981

Santa Ana, California

Place	1	2	3	4	5	6	7	8	9	Total Score	Points	Prev. Points	Total Points
1. Banks		41:11	43:35	6:35			41:32	2:06		85:07	1000	110.00	1110.0
2. Harlan	23:11	6:29	40:49	36:42	40:41	39:24		39:29	11:19	81:30	975.5	110.00	1067.5
3. Richmond	6:34	38:16	38:21	38:03	12:55		41:54	38:46	31:16	80:40	947.7	110.00	1057.7
4. Domina	36:29	39:22	37:05	37:28	37:01	7:59	38:38	38:28	40:40	80:02	940.3	110.00	1050.3
5. Romak	25:49	38:36	34:21	24:21	41:30	28:26	35:06	36:04	11:19	80:06	941.1	105.40	1046.5
6. Mather	33:52	39:35	38:59	35:11	28:42	36:09	38:47	35:45	38:17	78:34	923.0	107.26	1030.3
7. Cannizzo	33:16	5:07	34:09	8:01	38:10	38:54	9:18	26:50	36:24	77:04	905.4	104.58	1010.0
8. Randolph	3:19	33:37	23:27	28:37		33:13	35:18	28:55	38:04	73:22	862.0	92.81	954.8
9. Calliau	30:32		34:41	31:39	37:03		17:54			71:44	842.8	109.29	952.1
10. Hagen	27:26	37:30	34:18	24:53	9:01	22:06	29:06	17:47		71:48	843.5	105.16	948.7
11. Hulbert	29:30	34:18	30:51	24:51	34:28	35:15	33:36	00:03		69:43	819.1	105.22	924.3
12. Doig	6:13	32:17	21:58	34:25	34:37	11:24	31:29	35:04	33:33	69:41	818.7	97.83	916.5
13. Gitlow	14:00	7:22	29:18	17:27		35:35	1:12	30:11	33:56	69:31	816.7	82.64	899.3
14. Gibbs	27:49	20:02	1:30	14:27	32:32	7:10	34:25	32:07		66:57	786.6	110.00	896.6
15. Stoll	20:26	31:33	33:55	26:31	32:23	32:15	24:03	8:41	30:04	66:18	778.9	95.61	874.5
16. Hoffman	12:30				32:42		31:53			64:35	758.8	104.68	863.8
17. Radoff	26:57	33:34	22:43	25:50	32:14	2:10	25:38	28:47	5:13	65:48	773.1	84.98	858.1
18. Faykun	15:06	32:15	16:50	26:50	29:49	25:53	28:34	2:35		62:04	729.2	101.37	830.2
19. Ganslen	20:41	24:17				19:32	12:12	20:20	21:03	45:20	532.6	108.34	640.6


 Erv Rodemsky
 Contest Director

1982 INDOOR TEAM-SELECTION STATUS

Contestant	Akron Regional	Santa Ana Regional	West Baden Regional	Santa Ana Regional	Lakehurst Regional	Denton, Tex Regional	Akron Regional	Points	
	9/2/80 time/points	11/15-16/80 time/points	6/21-22/81 time/points	6/21/81 time/points	7/4-5/81 time/points	7/26/81 time/points	8/1-2/81 time/points	from best	Program Points to date
Banks		67:05/100.0						10.00	110.00
Belleff					39:15/55.37			10.00	65.37
Brodersen								5.99	5.99
Calliau		57:13/85.29	68:28/100.0					9.29	109.29
Cannizzo					67:18/94.94			9.64	104.58
Carter	42:59/46.67		42:25/61.95					8.09	70.04
Chilton			65:14/95.28					10.00	105.28
Clem, J.								10.00	10.00
Clem, M.								10.00	10.00
Crane								8.13	8.13
Doig	69:23/75.33		57:07/83.35				72:53/87.83	10.00	97.83
Domina					70:53/100.0			10.00	110.00
Faykun		63:12/94.21						7.16	101.37
Ganser	63:47/69.25		39:52/58.23				67:47/81.68	8.26	89.94
Ganslen								8.48	8.48
Gibbs		50:19/75.01		81:10/100.0				10.00	110.00
Gitlow		49:58/74.49						8.15	82.64
Hagen		63:50/95.16						10.00	105.16
Hardcastle			55:50/81.55						81.55
Harlan	86:44/94.17						82:59/100.0	10.00	110.00
Haupt								3.22	3.22
Hoffman			65:39/95.89					8.79	104.68
Hulbert	75:13/81.67		62:53/91.85				79:17/95.54	9.68	105.22
Kulzer								10.00	10.00
Loucka	64:43/70.27						72:46/87.69	1.80	89.49
Mather		61:38/91.88		78:57/97.26				10.00	107.26
Obarski	74:43/81.13		59:11/86.44				77:38/93.55	10.00	103.55
Platt								9.41	9.41
Radoff					53:33/75.53			9.43	84.98
Randolph		56:20/83.98		55:18/68.13				8.83	92.81
Richmond	92:06/100.0							10.00	110.00
Romak		64:00/95.40						10.00	105.40
Russo					53:30/75.48				75.48
Shailor								5.62	5.62
Shepherd								9.85	9.85
Stoll			58:37/85.61					10.00	95.61
Szymula			55:06/80.48						80.48
Tenny								3.08	3.08
Tryon			63:17/92.43					8.52	100.95
Van Gorder	59:35/64.69						73:14/88.25	8.02	96.27
Williams, W		49:55/72.92							72.92
Skrjanc								2.74	2.74

Proposed F1D Rule Change

Back in the '60s, when indoor was first accepted as a world championship event, the ultra simple rules (90 CM wingspan) produced big, beautiful models, but the event was so intimidating that one world championship was cancelled due to a lack of interest. Against strong U.S. opposition, the CIAM reduced the wingspan to 65 CM to make carrying the boxes on public transportation more practical. After two world championships with the smaller, extremely light models, the one gram rule was adopted to increase model durability. Both size reduction and the weight rule increased popularity of the event resulting in more countries than ever sending teams. Now, after ten years of stagnant rules, the models with wide chords, long motor sticks and big props require boxes that are as large as the 90 CM models. They spend more time rafting and handling and are constantly being destroyed in shipping and handling. During the recent U.S. team selection contest, virtually every "world class" flyer blew one or more models, six by Cesar Banks, six by Bud Romak, three by Ray Harlan and three by Larry Calliau. This is a situation like Wakefield before the rubber weight limitation. There has to be something wrong when the world's best flyers smash a model every other flight. How can you reasonably expect anyone new to waste such time and money. Undoubtedly some "die hards" will give it up if there is a rule change as happened in Wakefield, but when the new people come around, it will be bigger than ever-- as Wakefield with its 50! entrants at this year's Free Flight Championship. It's insane to spend the time needed to build and test six or eight ships and then sweat out the airline baggage smashers in order to participate in serious competition.

Santa Ana Stick

1. Wingspan - 60 CM (23.622")
2. Length - excluding prop - 60 CM
3. Weight - excluding rubber - one gram
4. Horizontal area of lifting surfaces - 1200 CM² (186 sq. in.). Biplanes must include area of both wings.
5. Motor weight - $\frac{1}{2}$ gram
6. No gears for motors or mechanical gadgets to change prop pitch or flying surfaces. All configuration changes must be aerolastic.

This produces a model that will fit in a two foot box, carried in the cabin of an airplane, and have an average wing chord of 5.276", assuming a 3% stabilizer. Since these models will be stronger, they will better be able to take a fully wound motor, thereby making rubber other than Pirelli a viable option. FAI Supply, for instance, is not as subject to breakage and has more energy storage, but most of that is at the high end and cannot be used by the present models. In testing on half motors, I find it great fun to see just how the model flies with a wire light motor.

Some of you may feel that reducing the size is all right, but limiting rubber is a bad idea. Unless we limit the rubber, motor sticks will get even longer than at present; and since the models will be stronger, they will be wound tighter with huge motors and spend even more time at the ceiling, drifting to the sides, getting hung and being destroyed. Limiting rubber to $\frac{1}{2}$ gram will go a long way toward preserving your best models. I've heard that this will put a premium on rubber quality, but this has always been the case. If you have poor rubber, adding more it will not solve the problem, only make the model heavier. The motors could be processed, sealed and kept by the timer after you process. You would need to process several bands to cover breakage when you are ready to fly. I feel that these planes will be capable of 30 minute flights. In testing on $\frac{1}{2}$ motors (approximately 2/3 gram rubber) with 2/3 gram of ballast and overweight models, I've been able to do over 21 minutes many times. So, I'm sure that these models will score respectable times even by today's standards. Other benefits of this proposal are: wood quality is less important, bracing is simpler, the weight of plug-in tail booms can be tolerated for packing ease, and film frames can be smaller, making lifting and storage less of a problem.

I realize that this constitutes a complication of processing, but most other FAI classes are much more restrictive than this. At our team selection, less than two minutes per plane were required for weighing and measuring and no delays were encountered. Processing of the wing and tail areas could be done by a certificate of compliance and in case of doubt, a complete check made. The contestant would be required to submit full-size cardboard templates of the projected lifting surfaces. These could be used to cut out tissue patterns and weighed, or one of those perimeter tracing gadgets which measure area directly could be used. Let's not specify a chord length, as this really causes everyone to make square wings!

These rules have been called a "one design" contest, but there would still be a great deal of latitude for variations in planform, airfoil selection, prop design, area distribution, center of gravity location, rubber handling ability, etc. Let's face it, the present models are very difficult to build down to weight with adequate strength for air loads, handling, tight motors, steering, and shipping.

I intend to build a model to these specifications for demonstration purposes (Boy Scout groups, etc.), as it will certainly be more practical to fly in a small room. So how about all of you who have expressed interest building for a contest at Santa Ana on December 20 or January 17? Please let me know if you have any strong opinions about modifications to the above proposal.

With apologies to those who disagree, I've given this a lot of consideration and sincerely think that these rule changes would benefit the sport, increase competition and insure the future of F1D indoor flying throughout the world.