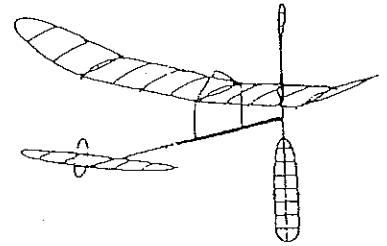


ISSUE # 131  
EARLY FALL  
2011

# INDOOR

## NEWS and VIEWS



### FROM THE EDITOR'S DESK

Here we go again folks, issue # 131 and a bunch of good stuff for your Indoor News And Views eyeballs to view. We have Larry Coslick on deck, Jeff Hood and his F1D final team selection rankings and scores. Some welcome products by Dennis Tyson. Pictures by Walt Collins and Van Dover and a stolen picture from the latest NFFS Symposium. (Larry Coslick). At Lakehurst, we signed up four new subscribers and received 4 more in either E-mail or snail mail orders, we'll try to add their names to the end of this blurb.

First I would like to talk about the fliers at Lakehurst. The site is about 160 feet high and covered with girders all over the place. This is normal. What is not normal, is the crowded floor. Don't get me wrong, it's still a great place to fly. However you have to give the flyers a lot of credit to do as well as they do with these handicaps. What handicaps? Trying to steer amongst those big storage shelves when the model is at the 160 foot level.. Steering on the 12 foot high partial aircraft deck and then running down the stairs to get back to steering on the cluttered floor. There is some drift, however we learn to live with it and it's part of the game. Some of you readers know all about this situation, but not all our readers do. The scores that you see on Jeff's score sheet are scores that these flyers really bust their butt to get. That's my Army talk coming out. Thanks to all the people that came out to participate and watch, help and do a little flying on the side.

Check and see what Dennis Tyson has for sale and contact him if you need or just like his products. Those wood strippers by Steve Gardner are works of art and work. What can I say about the glue bottles, George White says it all. My thoughts, I have ten of them. Proceeds go to offset the cost of Parker and Spencer Tyson going overseas to the World Champs' It's in Serbia next year.

Next issue will have pictures of a new winder that utilizes chain drive instead of gears, chain drive? This item will soon go into production and go on public sale. We will also try to have an up to date ad for Shorty's Basement, they now carry some ARF Pennyplanes, plus a lot of FAC scale stuff, they fly indoors to you know. I think we need one of John Blair's Dime scale models in our next issue. This is your newsletter, feel free to write in what you would like to see

#### NEW AND RENEWAL SUBSCRIBERS.

AL MKITARIAN	NEWJERSEY
JAKE PALMER	WASHINGTON STATE
FRANK WOOD	WASHINGTON STATE
JIM SOLLY	NEW JERSEY
ART VALAND	NEW JERSEY
DICK HARKER	ILLINOIS
ED KONEFES	ILLINOIS
ART HOLTZMAN	FLORIDA

PS We still got some room to thank people for the F1D finals Walt Collins, Horace Hagen Jeff Hood, Ray Harlan Victor Cagliano, Dennis Tyson, Y. T. Kang and Al Mkitarian

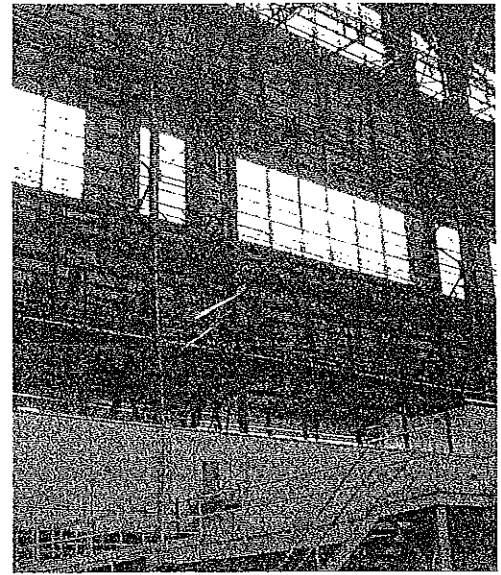
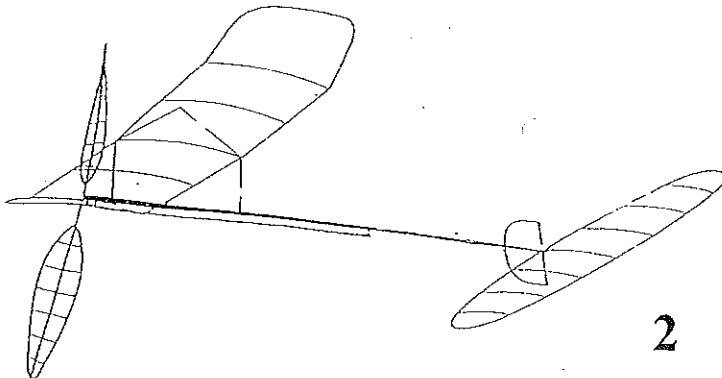
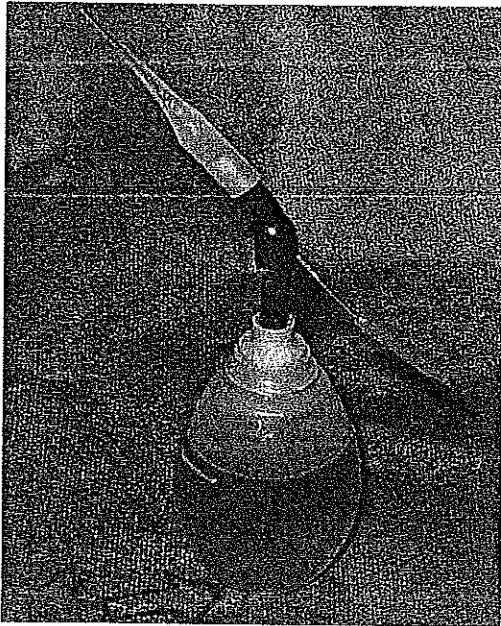
# A VERY HANDY GLUE BOTTLE

By George White

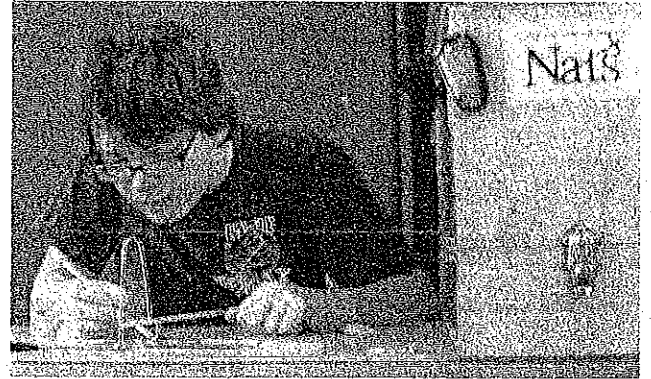
When I was at Johnson City for the indoor NATS this past summer I was introduced to a very nice little bottle for applying glue without having more of it on the joint than was necessary.

For almost all my building needs I've used a combination of 50% duco and 50% acetone, and applied it by using the small bottles available from A2Z folks in Colorado. They have two sizes of needle tops. I use the large one for glue and the small one for keeping a bit of acetone available for correcting the many mistakes I make. The down side of using A2Z's bottles is that I have to keep a short piece of .012" wire handy to unclog the needle when glue dries on the tip.

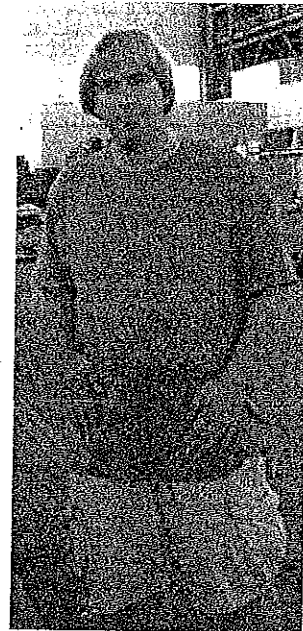
The bottle I found at Johnson City is made by Dennis Tyson and his son Parker, who sold them to raise money for Parker to go to the FID world champs. As you can see from the photo, the bottle has its own unclogging wire built in. At \$10 that's a nice deal. Check out <http://www.indoornews.com/>, or send them an email at [ddtyson@peoplepc.com](mailto:ddtyson@peoplepc.com)



FID CLIMBING (WC)



PARKER TYSON  
JR FID TEAM  
MEMBER (WC)



(WC)= Walt Collins

NICK RAY  
#3 MAN ON (WC)  
OPEN FID TEAM

# JUNIOR 2011 F1D TEAM SELECTION

Contestant	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Round 9	High	Second	Total
<b>First</b>	<b>50m 20s P Tyson</b>											
<b>Second</b>	<b>37m 30s Iacobellis</b>											
P Tyson	Processed	x	x	x	x	x	x	x	x			
	Motor	x		x	x	x	x	x	x			
	Watch 1	14:18.000	00:00.000	23:56.000	21:23.000	23:00.000	26:48.000	20:03.000	23:54.000	00:00.000		
	Watch 2											
	Watch Total	14:18.000	00:00.000	23:56.000	21:23.000	23:00.000	26:48.000	20:03.000	23:54.000	00:00.000		
	Prop Stop	00:29		00:27	00:22				00:22			
P Tyson	Total	13:49	00:00	23:59	21:01	23:00	26:48	20:03	23:37	00:00	26:48	75:37
S Tyson	Processed	x	x	x	x	x	x	x	x			
	Motor	x	x	x	x	x	x	x	x			
	Watch 1	14:33.000	14:23.000	16:43.000	18:40.000	18:19.000	16:59.000	13:54.000	13:54.000	00:00.000		
	Watch 2											
	Watch Total	14:33.000	14:23.000	16:43.000	18:40.000	18:19.000	16:59.000	13:54.000	13:54.000	00:00.000		
	Prop Stop	01:04	00:00	00:00		00:51	00:10	00:10	00:10			
S Tyson	Total	13:79	14:23	16:43	18:40	17:28	16:49	13:44	13:44	00:00	18:40	17:28
Iacobellis	Processed			x	x	x						
	Motor				x	x						
	Watch 1	00:00.000	00:00.000	00:00.000	17:22.000	20:08.000	00:00.000	00:00.000	00:00.000	00:00.000		
	Watch 2											
	Watch Total	00:00.000	00:00.000	00:00.000	17:22.000	20:08.000	00:00.000	00:00.000	00:00.000	00:00.000		
	Prop Stop											
Iacobellis	Total	00:00	00:00	00:00	17:22	20:08	00:00	00:00	00:00	00:00	20:08	17:22

## RAY HARLANS INDOOR SUPPLIES

### Indoor Model Specialties

[www.indoorspecialties.com](http://www.indoorspecialties.com)

*Special tools:*

*Superstrip rubber strippers  
Micrometer balsa strippers  
Digital thickness gages  
Spring and beam scales*

*Special supplies:*

*Pigtail thrust bearings  
Ultrafilm Mylar coverings  
Boron fibers  
Tungsten bracing wire*

*and much more*

*"Send me some more of the world's  
best thrust bearings"*

*Online, use credit cards or PayPal*

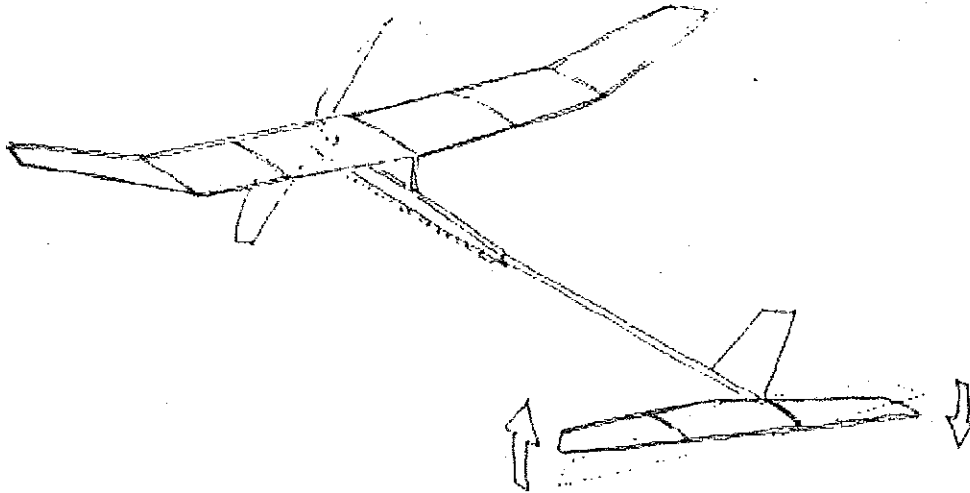
**LOOK ME UP**

# RESULTS: F1D FINALS, TEAM SELECTION, OPEN 2011

First	75m 7s	Sanborn												
Second	73m 34s	Kagan												
Contestant		Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Round 9	High	Second	Total	
Kagan	Processed	x	x	x	x	x	x	x	x	x				
	Motor	x	x	x	x	x	x	x	x	x				
	Watch 1	35:15.000	36:14.000	37:08.000	33:28.000	34:21.000	34:01.000	33:41.000	34:05.000	38:43.000				
	Watch 2													
	Watch Total	35:15.000	36:14.000	37:08.000	33:28.000	34:21.000	34:01.000	33:41.000	34:05.000	38:43.000				
	Prop Stop	00:44	00:07	00:29	00:02	00:37	01:00	00:32	01:16	01:48				
Kagan	Total	34:07	36:07	36:39	33:26	33:44	33:01	33:09	32:49	36:55	36:55	36:39	73:34	
Sanborn	Processed	x	x	x	x	x	x	x	x	x				
	Motor	x	x	x	x	x	x	x	x	x				
	Watch 1	09:43.000	36:47.000	38:53.000	34:56.000	36:25.000	24:30.000	30:07.000	22:15.000	17:00.000				
	Watch 2													
	Watch Total	09:43.000	36:47.000	38:53.000	34:56.000	36:25.000	24:30.000	30:07.000	22:15.000	17:00.000				
	Prop Stop	00:00	00:16	00:17	00:08	00:32	00:21			00:11				
Sanborn	Total	09:43	36:31	38:36	34:48	36:53	24:09	30:07	22:15	16:42	38:36	36:31	75:07	
Tyson	Processed	x	x		x	x	x	x	x	x				
	Motor		x		x	x	x	x	x	x				
	Watch 1	00:00.000	22:08.000	00:00.000	23:02.000	23:21.000	24:10.000	26:12.000	30:11.000	28:26.000				
	Watch 2													
	Watch Total	00:00.000	22:08.000	00:00.000	23:02.000	23:21.000	24:10.000	26:12.000	30:11.000	28:26.000				
	Prop Stop		00:07	00:00				00:30	00:40	01:24				
Tyson	Total	00:00	22:01	00:00	23:02	23:21	24:10	26:42	29:51	27:07	29:51	27:07	56:33	
Iacobellis	Processed	x			x	x	x	x						
	Motor				x									
	Watch 1	00:00.000	00:00.000	00:00.000	25:01.000	00:00.000	00:00.000	00:00.000	00:00.000	00:00.000				
	Watch 2													
	Watch Total	00:00.000	00:00.000	00:00.000	25:01.000	00:00.000	00:00.000	00:00.000	00:00.000	00:00.000				
	Prop Stop				00:12									
Iacobellis	Total	00:00	00:00	00:00	24:49	00:00	00:00	00:00	00:00	00:00	24:49	00:00	24:49	
Ray	Processed	x	x	x	x	x	x	x	x	x				
	Motor	x	x	x	x	x	x	x	x	x				
	Watch 1	30:49.000	08:19.000	30:20.000	29:00.000	29:53.000	35:44.000	28:35.000	05:37.000	29:01.000				
	Watch 2													
	Watch Total	30:49.000	08:19.000	30:20.000	29:00.000	29:53.000	35:44.000	28:35.000	05:37.000	29:01.000				
	Prop Stop	00:37	00:00	00:00	00:22	00:12	00:44	00:10		00:12				
Ray	Total	30:32	08:19	30:20	28:38	29:41	35:00	28:25	05:37	28:49	35:00	30:20	65:20	
Bennett	Processed			x		x	x		x	x				
	Motor			x		x			x	x				
	Watch 1	00:00.000	00:00.000	28:50.000	00:00.000	33:09.000	00:00.000	00:00.000	22:53.000	31:38.000				
	Watch 2													
	Watch Total	00:00.000	00:00.000	28:50.000	00:00.000	33:09.000	00:00.000	00:00.000	22:53.000	31:38.000				
	Prop Stop					00:48			00:08	01:28				
Bennett	Total	00:00	00:00	28:50	00:00	32:24	00:00	00:00	22:45	30:10	32:24	30:10	62:31	
Zaluska	Processed					x								
	Motor					x								
	Watch 1	00:00.000	00:00.000	00:00.000	00:00.000	29:17.000	00:00.000	00:00.000	00:00.000	00:00.000				
	Watch 2													
	Watch Total	00:00.000	00:00.000	00:00.000	00:00.000	29:17.000	00:00.000	00:00.000	00:00.000	00:00.000				
	Prop Stop													
Zaluska	Total	00:00	00:00	00:00	00:00	29:17	00:00	00:00	00:00	00:00	29:17	00:00	29:17	

# INDOOR HINTS AND KINKS BY LARRY COSLICK

**Automatic stab tilt. If your model won't turn left under a full launch torque, try this**  
Drawing by Steve Gardner



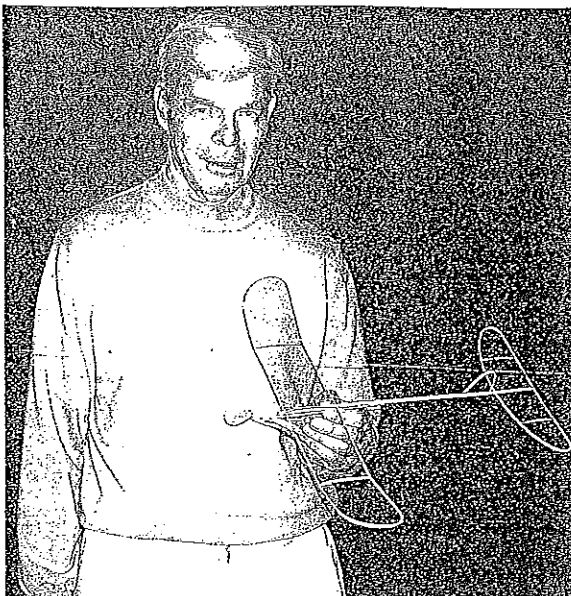
I stumbled on this automatic stab tilt phenomena by accident after completing a small 15 square inch model called 1/2A stick, designed by Wally Miller, the originator of the EZB. VP props are legal on this model.

The model would fly fine on a fixed pitch prop but it didn't like the high pitch of my 8" VP prop. I used a lot of off set in the wing along with wash in and it would start its climb OK, and then crab off to the right and stall. Nothing seemed to work to correct this problem, including lowering the pitch.

I decided to offset the stab and did it in a big way, 70% of the stab on the inboard side. The offset stab looked weird and drooped enough to cause quite a bit of negative stab tilt at rest.

The model is small enough to fly in a large room and when I flew it with the same torque and high pitch that caused the stall in the first place, the model continued its climb without any hint of a stall. The boom and stab twist under the flight load to give a left turn. I tried the stab offset on one of my FIL's that didn't want to turn with a launch torque over .2 inch ounces and it solved that problem. I didn't have to change the boom on either model and tweaking the boom can be used to change the circle.

L. Coslick 2010



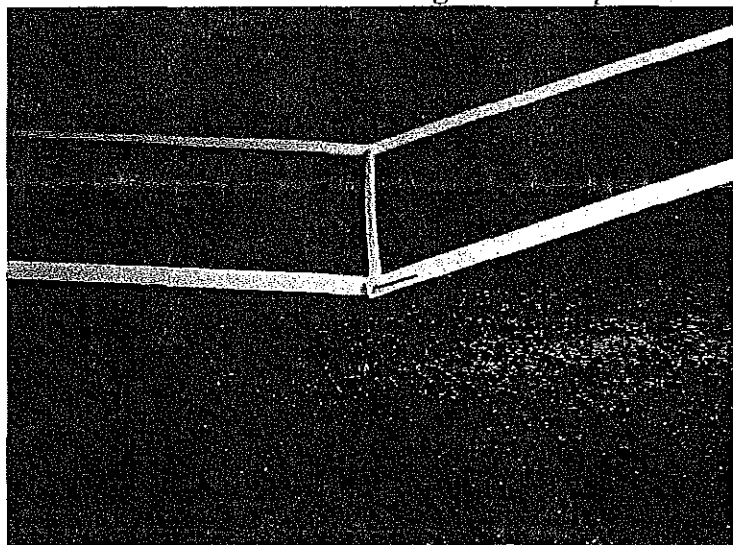
**LARRY COSLICK INDUCTED INTO THE  
NATIONAL FREE FLIGHT SOCIETY  
HALL OF FAME. INDOOR NEWS AND  
VIEWS SALUTES LARRY COSLICK.  
WELL DONE!**

## Folding FID Wing tips

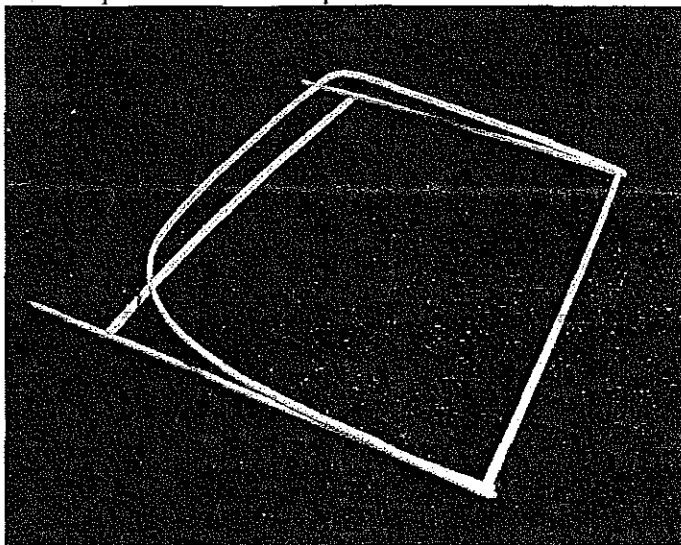
Whether you want to take along an extra wing or there is some question about your model box fitting into the overhead compartment of an airliner, here is a way to travel with a much shorter box. The wing tips are folded over so each wing will fit into a slot or box .7X8.5X15" or shorter depending on the length of the center panel. To use this system the dihedral joints are overlapped and it will be necessary to adjust the chord at those joints to comply with the 20 CM chord rule.

After the wing tips have been unfolded, the wing can be stored in one of those cardboard under the bed boxes. The box lies flat when disassembled and can easily be placed in with clothing or support gear and reassembled in a few minutes

When building the wing, overlap each tip spar at the dihedral joint (.075") and glue it to the main spar with Aliphatic (carpenters glue) and glue the ribs in with Acetate glue. There's no reason to worry about the film or rib coming loose near the dihedral breaks when using Aliphatic to glue the dihedral joints. After the wing is removed from the building board, make up four wire hinges using short pieces of .005 music wire bend at ninety degrees. (Four hinges weigh less than .006 gram) Make a piercing tool using a .4" long piece of .005" music wire mounted in a small dowel and it's best to sharpen the piercing end. Back up the spar with a pair of tweezers or hold the dihedral rib with your fingers. Take the tool and pierce a hole in the center of the joint and rotate the tool while pushing it through the spar, glue joint and into the dihedral rib. Insert the hinge and line up the end so that it is parallel with the spar.

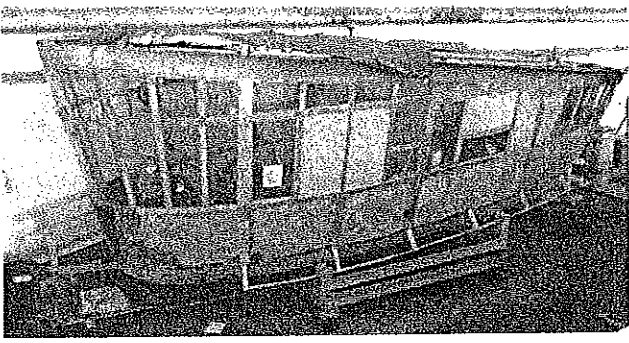


.005mw hinge to prevent wing tip from separating from main spar

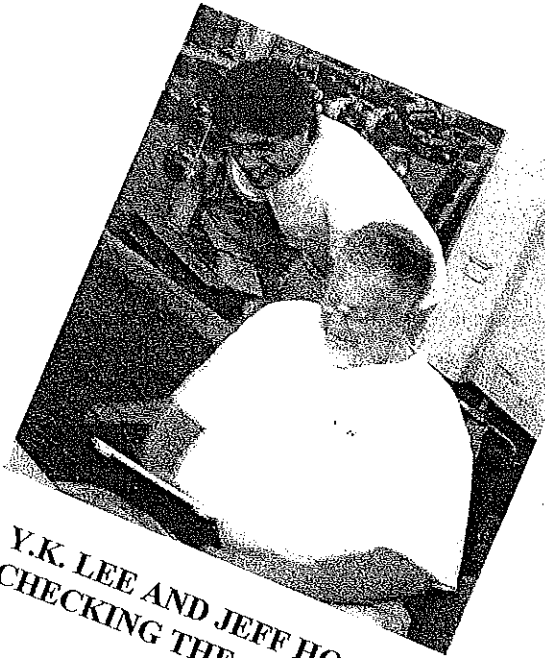


Wing tip in the folded position

After the wing is covered, lay out a small piece of plastic or waxed paper under each dihedral joint. Lay a small weight on the spars near the inside of each dihedral rib and one right in front of each dihedral joint and puddle two drops of water under each joint. Lift up each tip about 1/2" with a piece of balsa so that the tip outline will bow near the dihedral break. It will take several minutes for the glue to soften and it might be necessary to place a little extra water on the joints, but don't flood them. Slowly lift the tip a little more to place added pressure to each joint. The tip outline could break at the dihedral joint if you get in a hurry. The glue will usually let go all at once and the wing tip can be folded over on the center panel. Leave the small weights in front of each dihedral joint until the aliphatic glue hardens to make sure the joint doesn't open when the tips are folded over joint. The wire is placed at each joint to prevent this from happening but I leave them in place for added security. Then place a little extra Aliphatic glue at each dihedral joint. Reverse the procedure to fold the wing back to its original length. I. Coslick 07



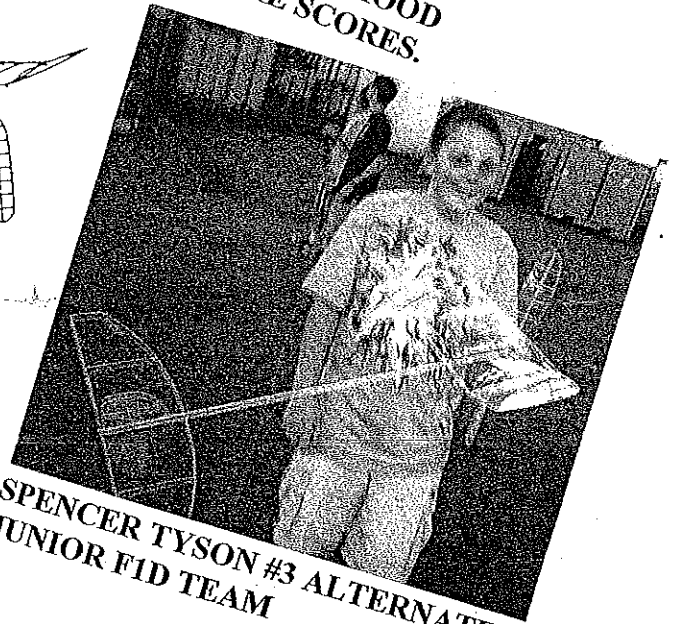
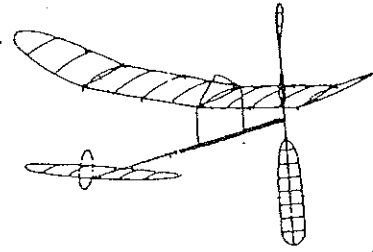
REPLICA GONDOLA FROM MOVIE,  
"THE HINDENBERG"



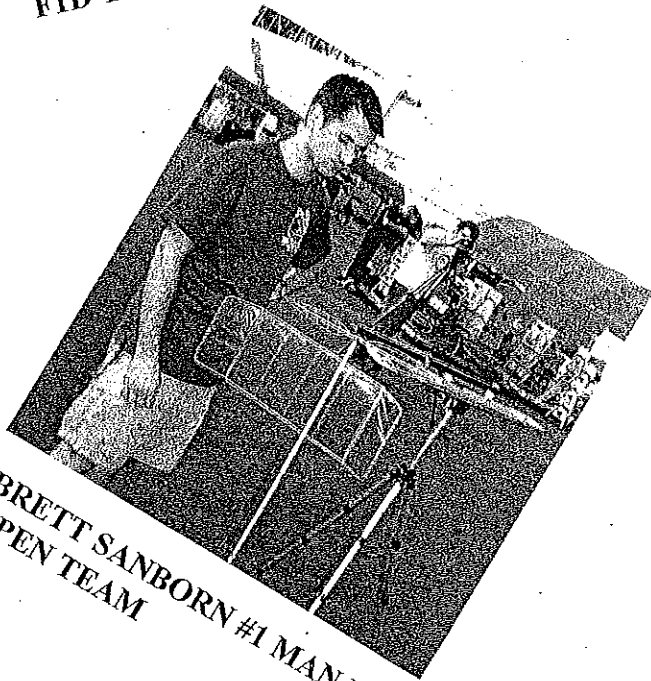
Y.K. LEE AND JEFF HOOD  
CHECKING THE SCORES.



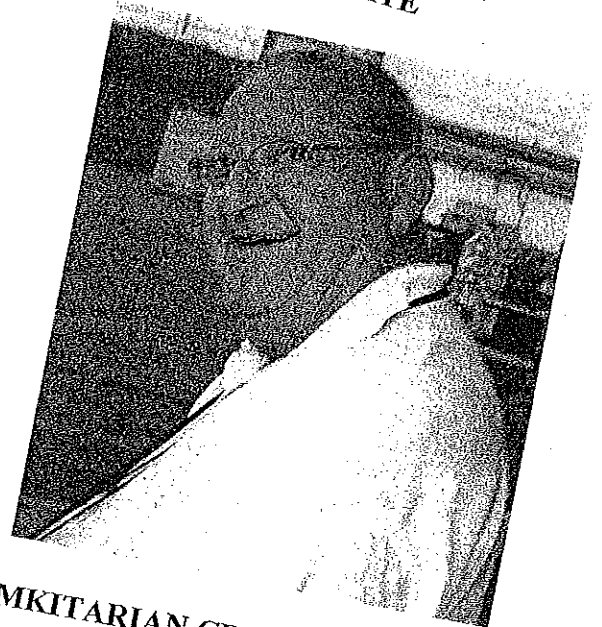
JOHN KAGAN #2 MAN ON OPEN  
FID TEAM



SPENCER TYSON #3 ALTERNATE  
JUNIOR FID TEAM



BRETT SANBORN #1 MAN FOR FID  
OPEN TEAM



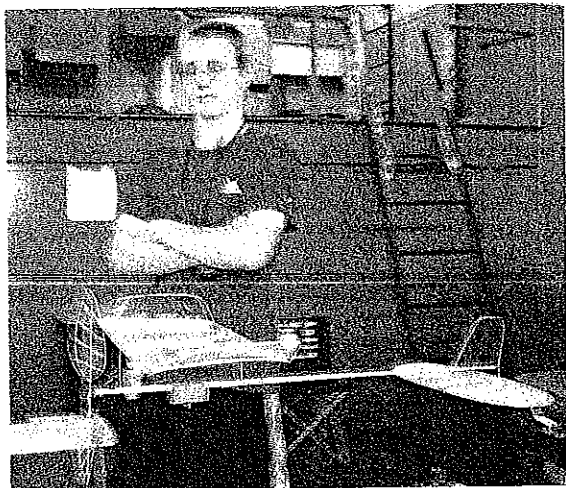
AL MKITARIAN CD FOR THE FINALS



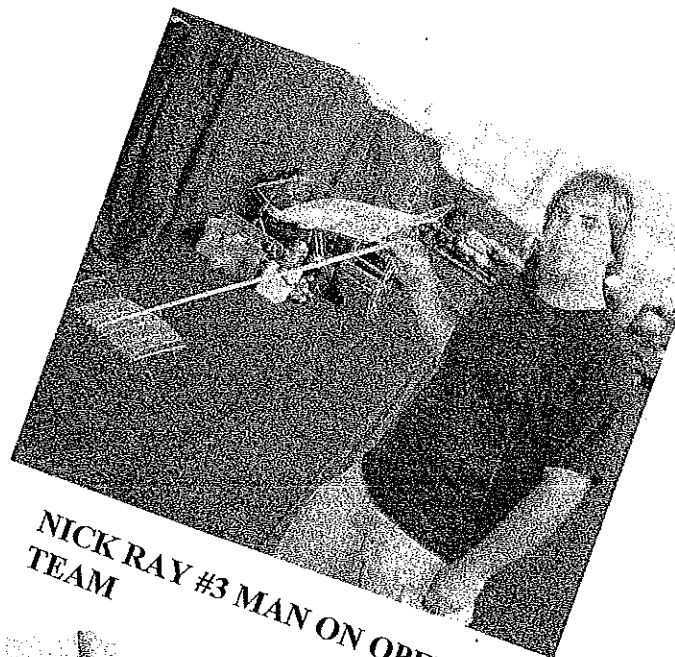
**AL & YAUN KANG LEE CHAMPION EZ-B FLYER  
ON RECORD TRY AT LAKEHURST**



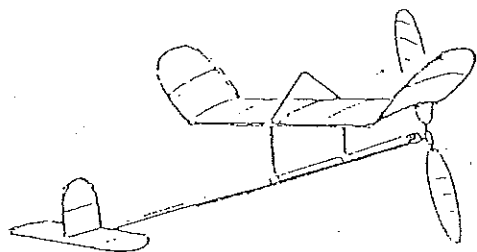
**CARRIER DECK FOR TRAINING SAILORS  
IN FLIGHT DECK OPERATIONS.  
DECK IS ABOUT 12 FEET ABOVE  
THE FLOOR OF THE HANGAR.**



**TOM ICAOBELLIS #2 MAN ON  
JUNIOR FID TEAM**



**NICK RAY #3 MAN ON OPEN FID  
TEAM**



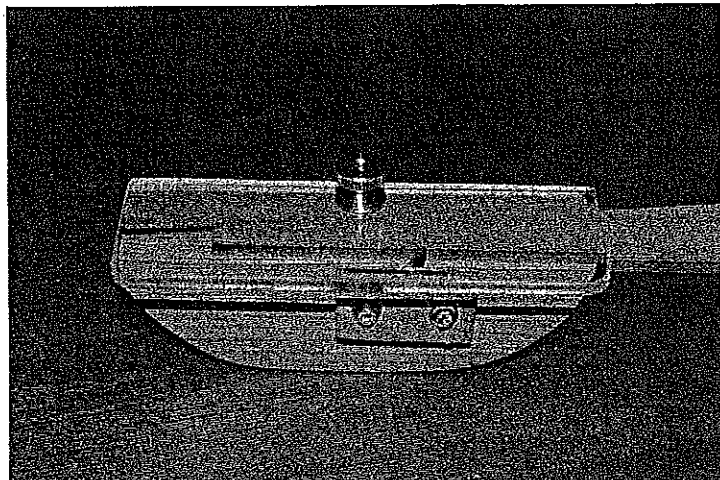
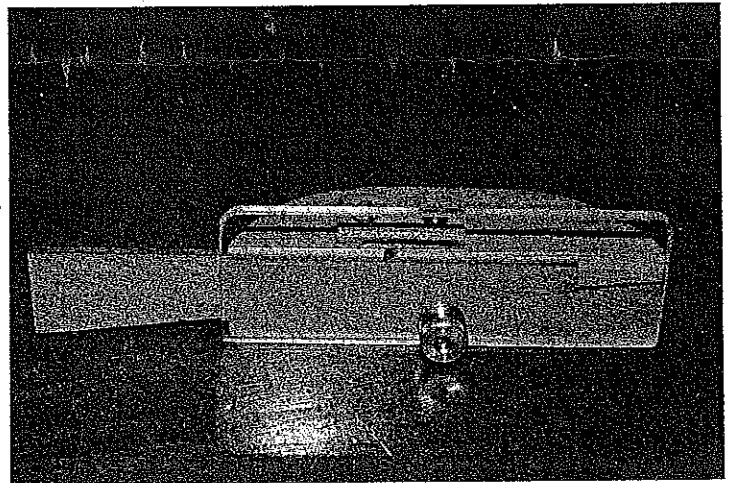
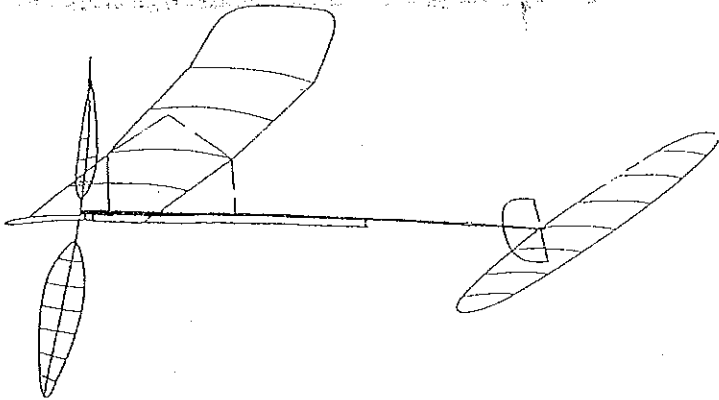
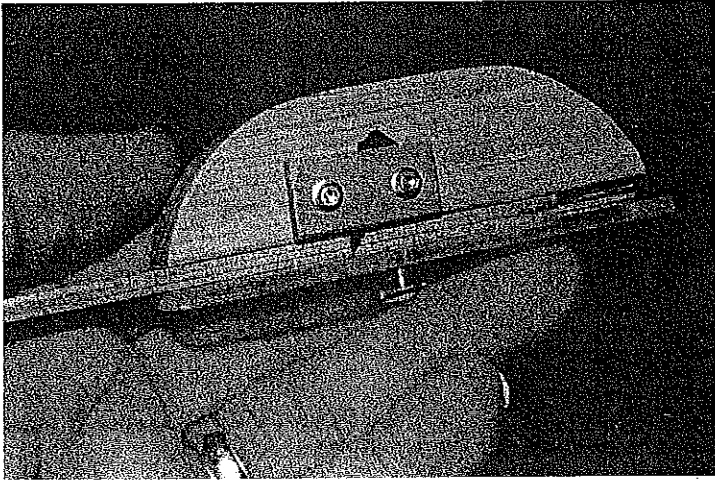
**MARK BENNETT  
#4 MAN ON FID (WC)  
OPEN TEAM**



# GARDNER-STYLE Balsa Stripper

Dennis Tyson

Dennis sent in a few pictures of his Gardner-style stripper that he built. Pictures should make it self-explanatory if you want to build one of these great tools.

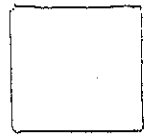


# INDOOR

NEWS and VIEWS

ABRAM VAN DOVER, EDITOR  
112 TILLERSON DR  
NEWPORT NEWS, VA  
23602-4011

ISSUE # 131  
EARLY FALL  
2011



FIRST CLASS

3792233134 R032

## INAV

Indoor News and Views

Yes!  
Sign me up for \_\_\_ 1 year @ \$15.00 U.S., \$19.00 Canada  
\_\_\_ 2 years @ \$30.00 U.S., \$38.00 Canada

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Send a Sample Copy to a Friend???

Friend's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Send all dues to: Abram Van Dover  
112 Tillerson Dr  
Newport News, VA  
23602

**Make all checks to  
Abram Van Dover**