CENTRAL INDIANA AEROMODELLERS

INFORMER

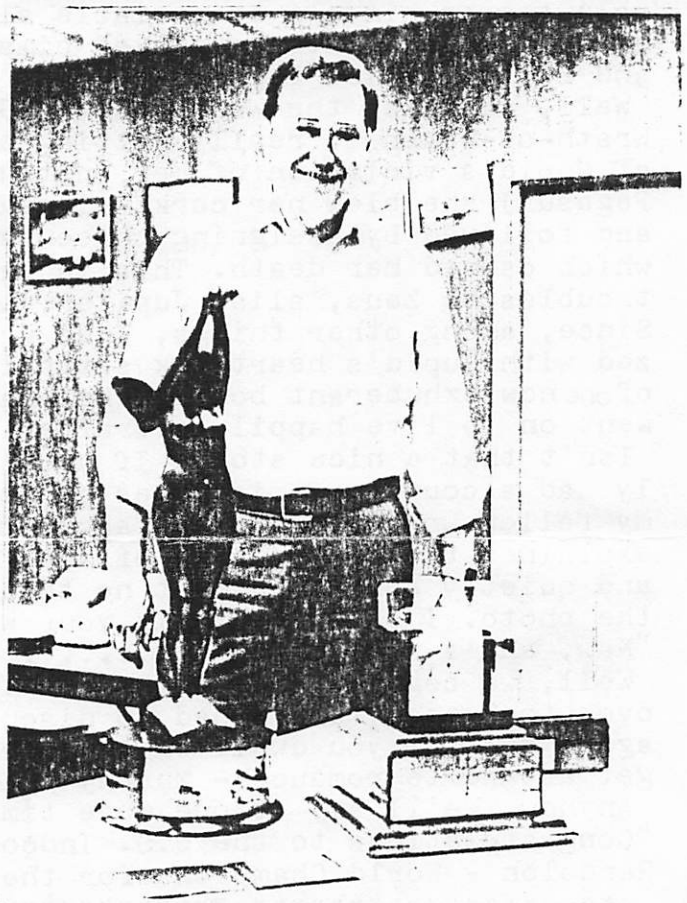
FREE FLIGHT NEWS OF THE MIDWEST

* Editor *
Harry Murphy
3824 Oakwood Blvd.
Anderson, Ind. 46011

Issue # 6/84 November/December 1984 Price $3/yr.

Jim Richmond-World Indoor Champ

JIM RICHMOND - 1984 WORLD F1D INDOOR CHAMP!



Hoo-Ray! Whoopee! Eureka! ..... The CIA is certainly rejoicing over our first club member ever attaining World Champion status as Jim Richmond of Carmel, IN recently walked off with virtually "all-of-the-marbles" at the FAI World Indoor Championships in Nagoya, Japan. To say that the U.S. Team "swept the competition" would not be any exaggeration either as they placed an unprecedented 1, 2, and 3 in the final individual standings to bring home the World Team Champ laurels as well. Heretofore this feat had not been accomplished by any one country in the Indoor category.

As a token of our admiration for Jim and the rest of the U.S. Team, we have dedicated a goodly portion of this issue to reprinting copies of the official W.C. computer printouts as to individual and team results, featured 3-views of Jim's winning model - the FILM FLAM FAI, and included a schematic of his unorthodox variable diameter prop configuration.

As the accompanying "box score" indicates, Jim's winning margin was significant. This he gives credit to his controversial prop - the diameter of which was designed to change from an initial 22" to 18" during flight to compensate for the reduction in power as the rubber motor unwound. The prop remained extended until after the model had begun to descend as the rubber motor began to lose its power. At some point in the descent a small rubber band on the prop began to overcome the centrifugal force of the rotating blades causing the depicted offset in the blade shafts to take place. (see sketch). The prop in turn began to revolve at a faster rate again because of its now shorter blade lengths, consequently, the model began to rise toward the ceiling once more as the result of its rejuvenated power source. Real neat, huh?

In addition to winning the individual honors and leading the U.S Team to first place as well, Jim's initial official flight on the first day of competition stood up for all three days to become the longest single flight of the meet for which he also received the perpetual Ernest Kopecky Trophy to go along with the perpetual C.S. Rushbrooke Championship Trophy.

His most cherished award, however, was the Toyotomi Cup which was awarded for original design - obviously for his quite successful variable diameter prop. This award was for his personal retention and not a perpetual one. It was presented to Jim by Kazuharu Nakairra, President of the Toyotomi Kogyo Co. of Nagoya, Japan - producers of room kerosene heaters. The two-foot high trophy , supposedly valued at between 2-3 thousand bucks was topped with a beautiful solid bronze figure of

the Greek goddess, Psyche (pronounced "Sigh-kee").

What knowledge of Greek Mythology that I had retained from my school days you could dab into a glue joint, so upon returning home from the CIA Club meeting (where I took the photo on the foregoing page of Jim and his "loot") I headed immediately to my Funk & Wagnall"s which produced the following poop sheet on our gal, Psyche.....

It seems that our lady in question was supposedly very becoming which eventually caused a jealous Venus, Goddess of Love, to contract Cupid to scrounge around the universe until he ran across the ugliest man that he ever laid eyes on. He was then to puncture this character with one of his arrows causing the "lucky fellow" to fall in love with the beautiful Psyche and then Psyche would have to marry this homely lad thereby Venus would at least have put her competition out of circulation. However, the scheme backfired when Cupid took one look at this fair beauty and decided that the poor gal deserved a better fate - so he volunteered himself as a viable alternative. Therefore, in defiance to Venus' directive, he instead pricked himself with an arrow, love instantly triumphed, and Cupid married Psyche himself.

Well, arousing the Wrath-of-the-Gods is one thing, but attaching to it the Wrath-of-Woman is really getting oneself into a mess. So, when Venus got wind of Cupid's violation of her instructions (probably via "winged pony express" - Pegasus) she blew her cork - immediately crossed Cupid off her Valentine list - and followed by assigning three very difficult tasks to Psyche - the last of which caused her death. This in turn caused a very distraught Cupid to take his troubles to Zeus, alias Jupiter, who was the local Godfather on Mt. Olympus. Since, among other things, Zeus was the God of Justice, he eventually sympathized with Cupid's heartsick situation and re-incarnated Psyche - much to the joy of one now exhuberant bowman. Naturally, like all fairy tales, Cupid and Psyche went on to live happily everafter.

Isn't that a nice story? If you liked that one - here's a sequel --- I recently had a couple of pict ures of Jim's trophy lying ontop of my desk and one of my fellow workers inquired about the bronze lady in the photo. After I generally explained the better part of the foregoing, he pondered the pic another time and quietly commented that he thought his wife might be interested in seeing the photo. I said, "Why, is your wife a student of Greek Mythology?" He said, "Naw, she's heavy-hipped!".....

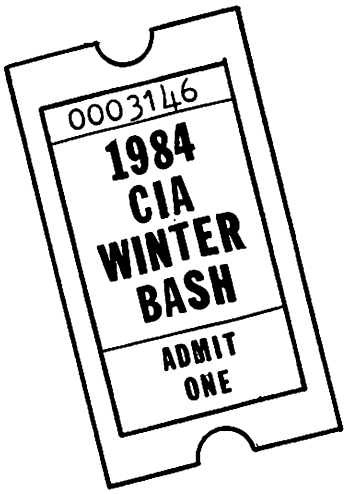
Well, we began by reporting on Jim Richmond's good fortunes in Japan, leaped over to Greece, and ended up discussing some lady's anatomy - which just proves again that if you dwell on any subject long enough the discussion will always get around to romance - Murphy's Law.

Anyhow, We'll say it one more time and then bag out to something more apropos. "Congratulations to the U.S. Indoor Team of Jim Richmond, Cezar Banks, and Bob Randolph - World Champions for the next two years!" Hoo-Ray for our side!

****

1985 CIA CLUB OFFICERS ..... Our annual club officer elections always bring at least two new faces to our three-man leadership force as is laid down in our Club By-Laws. Those seats that are pegged for change each year are those for President and Vice President with the remaining seat - Sec/Treasurer - not a requirement for revision. This "political entrapment" is to be staged once each year at the last meeting in November with the usual notice given that "you better show up to defend yourself or you could end up as a club officer." As it turned out, our new '85 Club "pilots" will be: President - Dick Covalt (present), Vice President - Guy Scott (not present), and Meredith Chamberlain was drafted as a carryover in the Sec/Treas chair.since he didn't get arrested for anything last year and appears not to be in the running for the "Crash & Burn" award as yet anyway. Congrats to all three "most fortunate fellows"!

We shall also take this opportunity to officially thank our outgoing crew even though they do not get to cellebrate getting off the hook until mid-February which may be about the same time that we hit the streets with our next issue. So, thanks for a fine 1984 to Bob Larsh (Prexy), Dick Covalt (VP), and of course to Meredith whom we did not permit to escape. Actually, we had no choice but to retain Meredith as "keeper of the sock" as he has the books so screwed up that it'll take another year anyway to straighten them out -Ha! (not true, ya did real good, Meredith - for a having only a 4th Grade education.....(tee hee).



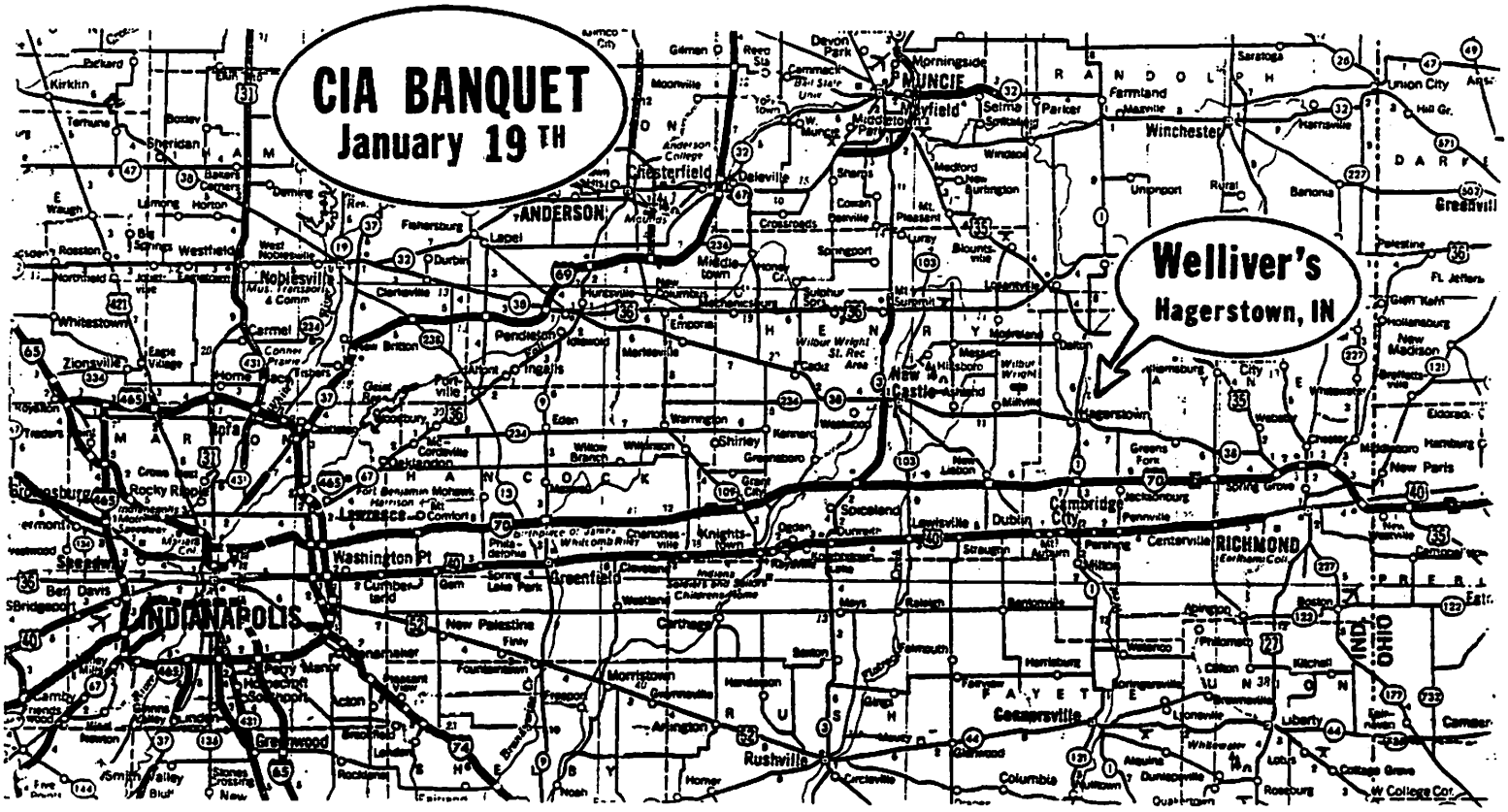
.... YOUR TICKET TO GOOD TIMES!

It is time again to be laying plans for the CIA Winter Awards Banquet as the traditional third Saturday in January is just down the road a piece. This winter it will be January 19th and festivities are to be staged at the same "super trough", Guy Welliver's in Hagerstown, IN. We done printed "The Map" once again as well for those who have forgot how to find it and for those who might be making the scene for the initial time. Everyone is welcome. Being a CIA member is not a requirement for attendance by any means. The only requirement is the price of admission - and a big appetite - ya can't eat it all even if ya tried. The prices are also the same - $11 for an adult plate, kiddies 2-6 @ $2, 7-9 @ $4.50 and 10-11 @ $6.50. Please send your remittance to: Meredith Chamberlain, CIA Sec/Treas, 5810 Madison Ave., Anderson, IN 46012.

This year's bash will commence at 6:45 PM with the initial event being to stuff-in the vittles. Guy's Smorgy is world famous, so the meal itself is certainly worth the trip. Bob Larsh will preside over the following activities and your guess is as good as anybody's as to what might be lurking in the back of this mischievious mind. So come one, come all! Bring the spouse so you won't have to kiss her goodbye (only don't tell her I said that) - she'll have a fine time as well.

Our one request is that you notify either Meredith, Bob Larsh, or this writer with the proper remittance by Monday, January 14th so that we can reserve the correct number of bib and tuckers with "ole Guy". There ya have it! Ya got the date; make yer plans; send Meredith yer hard earned greenbacks; and then show up on cue. See ya there, folks!

The MAP - "Don't leave home without it!"





happy holidays



The CENTRAL INDIANA AEROMODELLERS

1984 IN-DOOR PLANE WORLD CHAMPIONSHIPS-NAGOYA

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

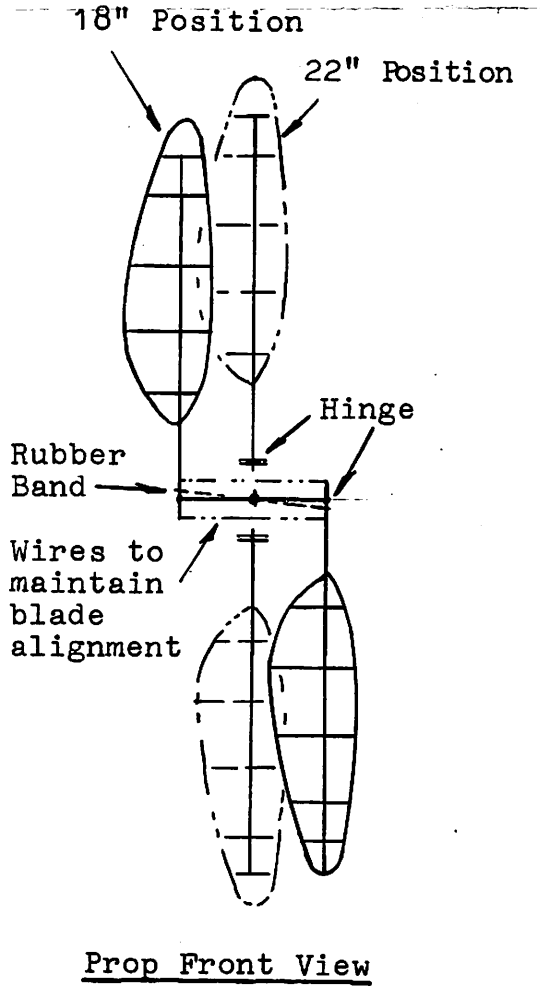
List 04
10-18-1984

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 Britain	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 Czechovski	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	Edvard Ciapala	Poland	1°08'12"	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"

RANKING SHEET (COUNTRY)

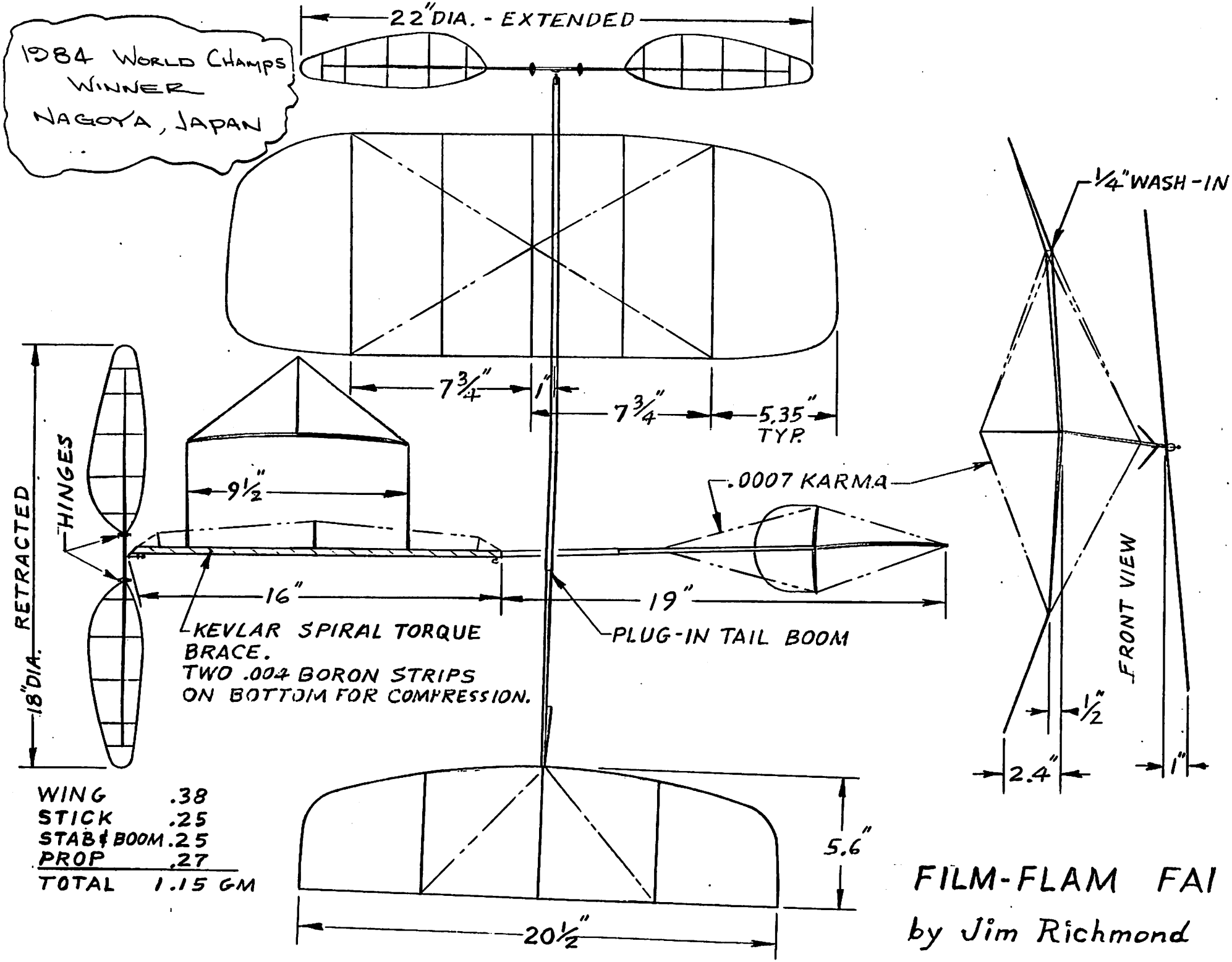
List 06
10-18-1984

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 Czechovski	1°09'22"
			Edvard Ciapala	1°08'12"
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"



Prop Front View

1984 WORLD CHAMPS
WINNER
NAGOYA, JAPAN



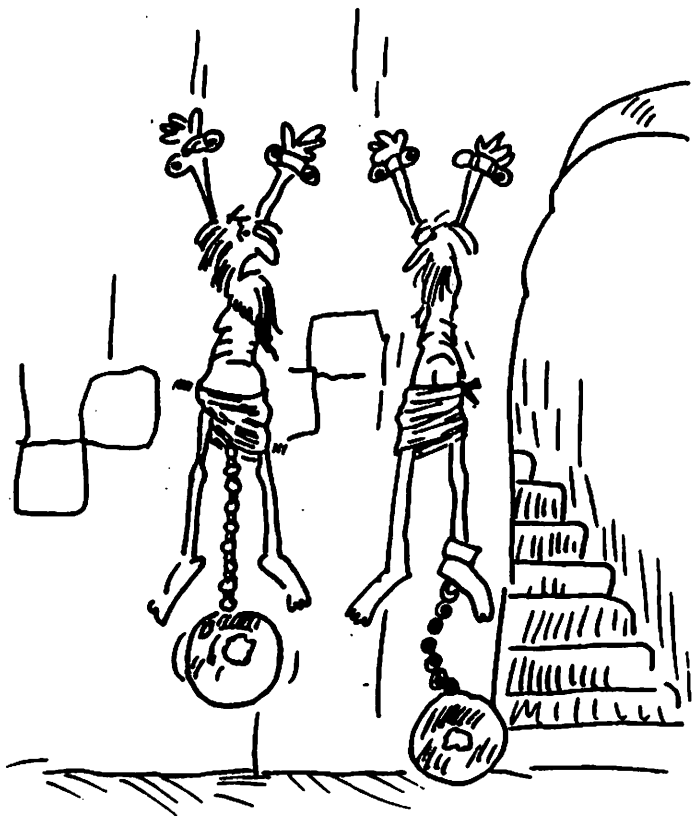
WING	.38
STICK	.25
STAB & BOOM	.25
PROP	.27
TOTAL	1.15 GM

FILM-FLAM FAI

by Jim Richmond

DOWNWIND.....It is that time of year when the mail thickens as renewal time approaches for nearly all of our Agents and the majority of our INFORMER subscribers as they send in their annual gratuities so that they may be retained on our "hit list" for another year. Whereas the renewed financial support is most welcome - also are the numerous notes, letters, photos, and comments that are often included. Comments are always encouraged and appreciated, but it seems that most will store them up to be written down only at year's end and to be stuffed into an envelope along with their annual pittance to the cause. I sometimes wonder if some people feel they are not permitted to make suggestions or comments unless they soften the blow by including money - Ha! Anyway, many of these contributions are worth repeating. Here are a few that have been received to date --

Larry Loucka states that he has been keeping a "low profile" for a time, but says that he keeps bugging area neighbor (and W-P regular) George Jensen to switch from outdoor free flight to indoor - citing those low outdoor flight scores next to George's name that are continually published in contest "box score" reports in the INFORMER. (Anybody noticed any increase in "axe murders" in the Cleveland area as of late?)



"How was I to know that the guy who I called for an overrun on his 6th flyoff flight was actually a criminal court judge?"

Speaking of low profiles - Jim Haught, son of "Ram Rod Bill" Haught, came up for air after a sporadic few year's absence from the contest scene because of such "trivialities" as college, marriage, moving around, etc. He recently sent a nice story on the continued development progress of his fine CANDLE-IN-THE-WIND design and promises to become active in '85 again with his base of operations now being back home in Cincy. (Jim may be moving again shortly when he finds out that Dick Smith also recently took up permanent residence there as well...). Anyhow, if we can twist Jim's arm for a 3-view we will print the whole subject in a future issue.

In case you didn't know, our NFFS President, Tony Italiano, joined the ranks of General Motors retirees last July. I recently telephoned him to see how many new models he had built since his new "life of leisure" had begun. I received an instant sharp return in the form of a four-letter word -- "None!", said Tony. From then on there were some confused mumblings in regard to good wife Dolores' "job jar" and looking for new employment to escape....or something along that order. Anyway, congrats to Tony and Dolores and best wishes for many happy years of retirement!

Another retiree, Jerry Nolin, sent us a parting shot before heading out to San Diego for the winter (lucky stiff!). Jerry sent a report on the initial indoor practice session at a potentially new indoor contest site - the Memorial Hall in Springfield, OH. He said the Thursday evening 11-15 occasion produced a good turnout for a week night. He further stated it is a real good Cat. II site, but without heat, any contest aspirations should wait for warmer weather. Jerry also mentioned that John Voorhees of Sidney, OH has become the unofficial go-between who is dealing with the Clark County Recreation folks, so more dates should be forthcoming. See ya next spring, Jerry!

Would you believe that we received a similar report from John Voorhees in the very same mail sack as that of Jerry's letter. John was a bit more exact on the vital statistics

of the site. He said they measured the ceiling height ala the AMA Rule Book instructions and arrived at a 48'3" figure at a radius of 7.5 meters from the center making it near the maximum of the 49' 2-1/2" for Cat. II. The only obstructions are lights that hang down 2 or 3 feet in a 25 ft. circle around the center. Inside the ring of lights is a decorative recess which goes on up to a max height of 53' 3" at the apex of the circle. The floor area is 79' x 82' - and the whole she-bang rents at $20 a day unheated.

John also made a suggestion for a new event for next summer W-P outdoor affairs - Hand-Held Catapult Glider. If I remember correctly the IMAC-Aeronuts and possibly the St. Louis fellas have had some experience of late in this regard. Anyway, guys, let John know of any interest in this concept. His address is; 1429 Fox Dale Place, Sidney, OH 45365.

****

The Ole Philosopher says - "Everyone has two ends; one to sit on and one to think with. A man's success depends upon which end he uses the most." - It's merely a case of "Heads you win, Tails you lose!"

****

WEEKEND/THE WASHINGTON POST/JULY 6, 1984

FORGET THOSE 'GOOD OLD DAYS': WHEN IT COMES TO MODEL PLANES, NOW'S THE TIME TO TAKE WING

BY HANK BURCHARD

Whatever you remember about model airplanes, forget it.

Remember how the rubber bands used to break about the third time you used them, and anyway they unwound *zzzitfibbl* before the plane was halfway through its climb, so it would nose over and dive straight into the ground? Not anymore: Now they've got rubber-band models that fly for over an hour.

Remember the tiny gas engines with an unbearable ripping whine like The Sweat Bee That Ate Chicago? Not anymore: Now they've got mufflers so efficient that the prop makes more noise than the motor.

Remember those radio-control sets that weighed as much as your bike and cost as much as your father's car? Not anymore: Now they've got radios that weigh less than a hummingbird and are so cheap that almost any fool can buy one.

....."Hey, it wasn't me that punched that doggie!" ("zzzitfibbl" - I like that. ½A's go "rrrrrrrrr", Wankels go "hmmmmmmm", and broken rubber bands go "zzzitfbbl"!)

****

SAM CHAMPS '85 - RESCHEDULED!

Originally scheduled for June 17-20 the CD has rescheduled the event to be June 24-27 - and as SAM SPEAKS says quote "at the request of many Easterners and Midwesterners." Well, I didn't complain, did you? (I have since --- for I'm fer putting back into July where it was).

However, a formal complaint did come from Fort Worth, TX. (Izzat in the Midwest?)...

Personally, I feel that June is too early in our outdoor to season to ready any fleet of models for a Nat'l meet of any flavor - but I wasn't asked.

NOSTALGIA GAS UPDATE .....



NFFS President, Tony Italiano, has announced a 2-man Approval/Review Team to screen questionable designs for eligibility under the NFFS Nos Gas banner. They are currently attempting to ready an original listing of eligible designs for immediate publication in the NFFS Digest and in John Pond's Plan Service to start the process. Any subsequent additions would be accomplished on an annual - once a year - basis with the adds not being approved for competition until one or both of the aforementioned publications hits the streets. Any new submissions are welcome, but must be sent to either committee member to begin the approval/review process. Proper documentation is to be the responsibility of the submitter - plans, photos, proof of dates or whatever. Here are the addresses:

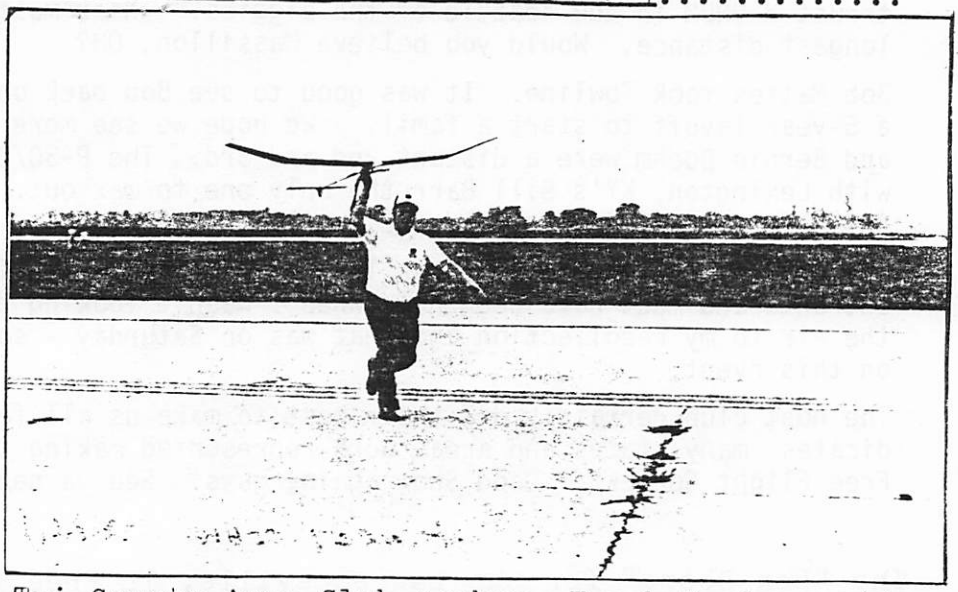
Bob Larsh 45 S. Whitcomb Ave. Indianapolis, IN 46241	Ralph Prey 4859 W. 97th St. Englewood, CA 90301

Hang in there, guys. We now have Rules and an Engine Eligibility List, soon we will have a Design Eligibility List, then we should get around to a Rule Change Procedure - so that we can start all over again - Ha! (E-Gads, I hope not...)

Seriously, a very few people have spent a whole lot of time and effort (I know, for some of it has been mine) to get a handle on this turkey, so it behooves us all to help get this bird airbourne before we start plucking out any of its feathers. That Rules Change Procedure should get here then in plenty of time to insure that everyone can have their share of white meat to savor - Nos Gas Forever!

TRI-COUNTY AERO CLUB'S FREE FLIGHT CONTEST OF OCTOBER 14, 1984.....

Most of our area free flight constituents reside in such congested terrain that they have always had to go west to find anything that resembles "those wide open spaces." Fortunately, it would appear that the trail now ends just a half dozen miles over the border of Indiana into Illinois rather than having to figure on Kansas City first, and "them thar parts beyond." The adjacent photo should give some indication of the Tri-County Aero Club's fine flying site, the Mid-America Airport near Lawrenceville, IL.



Tri-County Aero Club member, Frank Roales, aids fellow club member Bud Brown in launching Bud's A2. The deluxe panorama of spacious Mid-America Airport is obvious in this photo.

We have discussed this club's late fall annual meet for some years on these pages in an attempt to impress on all our listeners of what a great flying site this onetime WW II air station provides. Contest attendance has never been very good in the past because it's location is somewhat removed from more concentrated pockets of free flight activity in our region. However, this year the club placed added emphasis on pre-contest publicity, received an okay from the airport manager to open the field on Saturday as well, and topped it off with a super cookout on the eve of the meet. The result was more than double the normal entry. Freeflighters will obviously do most anything at the mention of "food." More importantly the response was super - and already plans are being formulated for a full two-day meet in 1985. With plenty of motels and food shops in nearby Vincennes, IN, overnite facilities are a snap - so save a weekend next October for this affair. It'sa good show put on by some mighty fine folks!

The CIA troups pulled in around 3 p.m. the Saturday before this year's contest hoping to get in a little pre-contest test flying. The day had been gloomy, some drizzle, and the entire area had been pretty well drenched the night previously, but the winds were fairly calm by now and the weather balmy. The weather report for the next day was not too optimistic. However, we all know that if a weather-man's job security in this area depended on the accuracy of his predictions, they would have to hire a new one nearly every hour - consequently, Sunday popped out fine!

Bernie Boehm of South Bend, IN became the only double winner as he copped both Hand Launched Glider and 1/2A Gas. Bernie is always the guy to beat in HLG whether it is Indoor or Outdoor - and this day was no exception. Missourian Dan McEntee was second followed by Bernie's sidekick, Bill Schlarb who tied with another Missourian - Chris Matsuno for third. Bernie's competition in 1/2A Gas came from Ed Aikman of Marion, IL who nailed down 2nd place. Larry Willis was third. Ed Aikman was also one of the six 1984 recipients of the AMA's new Vital People Award given as recognition for his past services in promoting modeling in the mid-IL area. Congrats to Ed from all of the CIA as well!

Dale Mateer used up about 30 gallons of motorcycle fuel before dropping a bid for his 16th max in A/B Gas. Dale was hoping to top the current Cat III Record which stands at 17 and presently retained by Gil Morris, but the Gods wouldn't permit it on this day - so Dale's consolation had to be first place as the lone distinction. I must say that I haven't seen any model consistently track any better under power for some time. Go get'em next year, Dale! The trailing duo of Norm Poti and Doug Rabe found all three places in this event going to Dayton flyers. It would seem these guys have been doing a lot of practicing after work at W-P, Ha!

Norm Poti's fine SATELLITE bested Dick Covalt's SWEET DADDY PEARL and Nick Boldi's hi-thrust MAGNUM in the "battle of the biggies." Nick must surely have motored-in from the longest distance. Would you believe Massillon, OH?

Bob Mattes took Towline. It was good to see Bob back on the contest circuit after about a 5-year layoff to start a family. We hope we see more of Robert from now on. Dale Mateer and Bernie Boehm were a distant 2nd and 3rd. The P-30/CdH combined event drew 14 entrants with Lexington, KY's Bill Barr the only one to max out. Hometowner Bud Brown was 2nd with Anton Telford of Springfield, IL trailing in 3rd.

The only other formal event was 1/2A Texaco R/C (which I gotta try sometime) which drew 5 entrants and must have been held when I wasn't looking for I only saw one model take to the air to my recollection and that was on Saturday - so, I can't elaborate any further on this event.

The host club certainly did their best to make us all feel at home - and as the above indicates, many states and areas were represented making this affair truly a Mid-America Free Flight Contest. Good Show again, guys! See ya next time for sure!

The "Box Score" for the Lawrenceville, IL Free Flight Meet of 10/14/84

½A Gas (16)		A/B Gas (12)		C/D Gas (6)	
1. B.Boehm	520	1. D.Mateer	1898	1. N.Poti	1080
2. E.Aikman	429	2. N.Poti	701	2. R.Covalt	587
3. L.Willis	419	3. D.Rabe	694	3. N.Boldi	458
4. B.Barr	344	4. R.Covalt	690	4. E.Aikman	329
5. M.Basta	342	5. B.Mattes	467	5. B.Boehm	284

HLG (14)		A1/A2 (16)		P-30/CdH (14)	
1. B.Boehm	278	1. B.Mattes	1080	1. B.Barr	360
2. D.McEntee	242	2. D.Mateer	583	2. B.Brown	319
3. B.Schlarb	177	3. B.Boehm	461	3. A.Telford	300
4. C.Matsuno	177	4. B.Barr	354	4. L.Odum	300
5. L.Willis	168	5. C.Matsuno	349	5. L.Wood	247

½A TEXACO R/C (5)	
1. B.Brenchley	1610
2. D.Sachtien	1069
3. P.English	459
4. F.Roales	342
5. G.Wicks	169

CD: Leland Like, JR.

45 Entrants

Overall Jr. Hi-point - Sean Capegreco

****

NOFFA's FF MEET OF 10/7/84 ..... Unfortunately, the determining factor for this contest was a natural phenomenon known as "rain". It rained continually in some degree or another from the time the processing tent was erected in the early morning until after the trophy presentations were made in the late afternoon. Although the number of entries were understandably a mite slim, a number of diehard competitors with their semi-waterproof models accepted the challenge and stayed with it most of the day. T'was a good day weatherwize for the promotion of "plastic film" coverings as those of us with models hangared in auto trunks with less durable model "skins" stood around under umbrellas (oops! Sorry, Floyd - at your house it's "bumbershoot") telling tall tales, ribbing the more daring, timing same, or slipping away from time to time to snitch another sandwich or take a snooze in the back seat of any dry vehicle. At any rate, whether flying, gabbing, or pestering some dedicated participant - it was an enjoyable day as it is for whatever reason that modelers come together. Since I haven't yet pried the contest results loose from anyone in Cleveland area, I can't repeat what I haven't received. Maybe somebody will have dried out the results by next issue and we can then spread'em out on these pages at that time. How 'boutit Teddy, baby? Are you still waterlogged from all that W-P solid humidity - Ha?

CIA WELCOME MAT.....This subject will be rather lengthy this time as this normally serialized topic got squeezed out of our last issue in the final hours before press time to permit more timely reporting of recent contest happenings. Not that this subject is any more or less important or anything -that's what happened anyway. At least we shall now get you updated on the recent additions to our ever-increasing family of interested free-flighters and "here dey is" --

Signing their John Hancocks to our new first-time INFORMER subscriber roster include Jeff Taterson of Louisville, KY; Gil Graunke of Brookfield, WI; Dick Swenson of Milwaukee, WI; John Morrill of El Segundo, CA; Jim Moseley of Weston, Ontario, Canada; Jim Haught of Cincinnati, OH; and Marvin Mace of Sequin, TX. Then came Abram Van Dover of Newport News, VA who took a wild chance and sent sub-monies for 2 years right off the bat. Two other subscribers returned to the fold after disappearing for a couple of years. These were Pat English of Vincennes, IN and Bill Reuter of North Olmsted, OH.

Then some more fellas made the short leap from the subscriber roster to full CIA Agent status and they were Ted Katsanis of Middleburg, OH; Father Thomas Dignan of Hettinger, ND; and Ted Hepler of Decatur, AL. Finally, two spanking new signatures on our '85 Club Charter will be Roger Van Arsdall of Burgin, KY and Terry Hreno of Mooresville, IN. Welcome aboard, fellas!

As you may suspect our current family is quite large which all goes to prove that there are plenty of guys around that crave "free-flight talk" - no matter who is doing the talking. Thanks again, guys for your interest - and we will keep on running off at the mouth as long as you indicate that you are interested in what we have to say.

IT'S RENEWAL TIME.....for the majority of our subscribers and nearly all of our CIA Agents. Simply check the code symbol suffixed to your name on the mailing address sticker that is pasted on this issue. If it reads "#6/84" (for subscribers) or "M6/84" (for CIA Club Members), it's time to put a few more sheckles in the pot to keep the stew boiling. As previously stated, per last issue, the fees for '85 will remain unchanged at $3 for 6 issues for subs and $5 for CIA Agents respectively. Repeating our explanation per last issue -- we now have to send our rag encased in an envelope to get it over our northern borders into Canada - so we must jack up the fees to our Canadian friends to $4.50 for subs and $6.50 for Agent status. Not a desired move, but we gotta. Also, note once more that "6/84" signifies the 6th issue in 1984 and not the 6th month of '84. Although we continually repeat this explanation, some readers still seem to become confused about our coding system from time-to-time. At any rate, the simplest method is to quit worrying about it altogether and we'll bill you appropriately with your final paid-up issue anyway when you reach the end of your "lease" - ok? Once again we wish to thank all our faithful repeat "renewers" who keep us in business year after year - without you, we are nothing! So, if your label contains the infamous "6/84" and you wish to continue to receive all this nonsense, please fill out the application form below, clip it off the page, and fire it with proper remittance to the CIA Sec/Treasurer or this editor post haste so that you won't miss our next issue. 'Til then, a Happy Holiday Season to one and all!

CENTRAL INDIANA AEROMODELLERS - Club Membership/INFORMER Subscription Form

Name _____ **Expiration Issue:** [ ]

Street _____ (For office use only)

City _____ **State** _____ **ZIP** _____ **AMA No.** _____

(If Jr or Sr Age Class, please give age as of last July 1st: _____)

_____ **CIA Club Membership $5.00 (New or Renewal - includes INFORMER)**

_____ **INFORMER Subscription-only $3.00 (6 issues/year)**

Please send this form and proper remittance to Meredith Chamberlain, CIA Sec/Treas., 5810 Madison Ave., Anderson, IN 46012. Thanks for your support!

The INFORMER

3824 Oakwood Blvd.
Anderson, IN 46011

1984 President
Bob Larsh
Vice President
Dick Covalt
Sec/Treasurer
M. C. Chamberlain

Issue No. 6/84

Merry Xmas!



Attention, Gumbanders!

Are your fuselages disintegrating before your very eyes? Is the green soap spray ruining your complexion? If so, you too may be suffering from the "zzzitfbbls"! Bud Brown sent the following as a possible antidote.....

FIRST IN QUALITY *AND* PERFORMANCE

CHAMPION MODEL PRODUCTS
FREE FLIGHT MODEL AIRPLANE KITS AND ACCESSORIES
880 CARMEN COURT
LA VERNE, CALIFORNIA 91750
(714) 599-3348

October 24, 1984

Dear friends,

My sincere desire is to provide you with a consistent supply of good quality rubber. As you are all aware, the quality of the rubber strip that we have purchased over the last few years has been anything but consistent. This past spring I learned that the management at the factory that produces rubber strip for model airplanes, was not fully aware of the problems that varying energy return in the rubber gave the modelers. In fact, they had never even tested their product for energy return. After I explained to them that 3500 rubber has a dramatically better performance than 3200 rubber, they agreed to undertake an extensive study of the matter.

Fred Pearce generously took the time to write up his testing procedure in considerable detail, and I forwarded his material to the factory. Fred was also very helpful with his suggestions for changes in the formula he thought would be beneficial.

In late spring I ran out of both 3/16 and 1/4 rubber. Wanting to give the factory whatever time it needed to complete their R¢D, I cancelled the CMP magazine ads, and started returning checks to the modelers who ordered 3/16 and 1/4 rubber.

In August I received a sample of rubber that had an average test near 3460 ft-lbs/lb. This was a tremendous improvement over the batch they had made in March for my competitor.* There were some minor technical problems with the sample, so I did not order until I was assured that those problems would be corrected.

On October 11, my persistence and patience paid off. I received a shipment of the best rubber we have had in over two years. I took a box of this rubber, made up 11 wake motors, and tested each one. (My test procedure is similar to Chis Matsuno's.) The low test was 3479, the high was 3600, and the median was 3562!

Even though my cost has increased by $.28/lb, I am pricing Champion Rubber now at $11.50/lb including UPS. I am also reducing the price of the previous (7/83) batch of Champion Rubber (1/8 only left) to $9.95/lb. This latter price is to just those on my mailing list, so if you want some of the new 1/8 for $11.50/lb, be sure to specify the 10/84 batch. Yes, I will still give 10% off on orders totalling $75 or more.

NOT BAD ITSELF

Good flying,

George Schoudter

* F.A.I. (which unfortunately got a poor batch.) Champion refused to accept it unless the quality control got better.