CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Frost's on the pumpkin
and snow's on the hill.

- Editor -
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IN 46163

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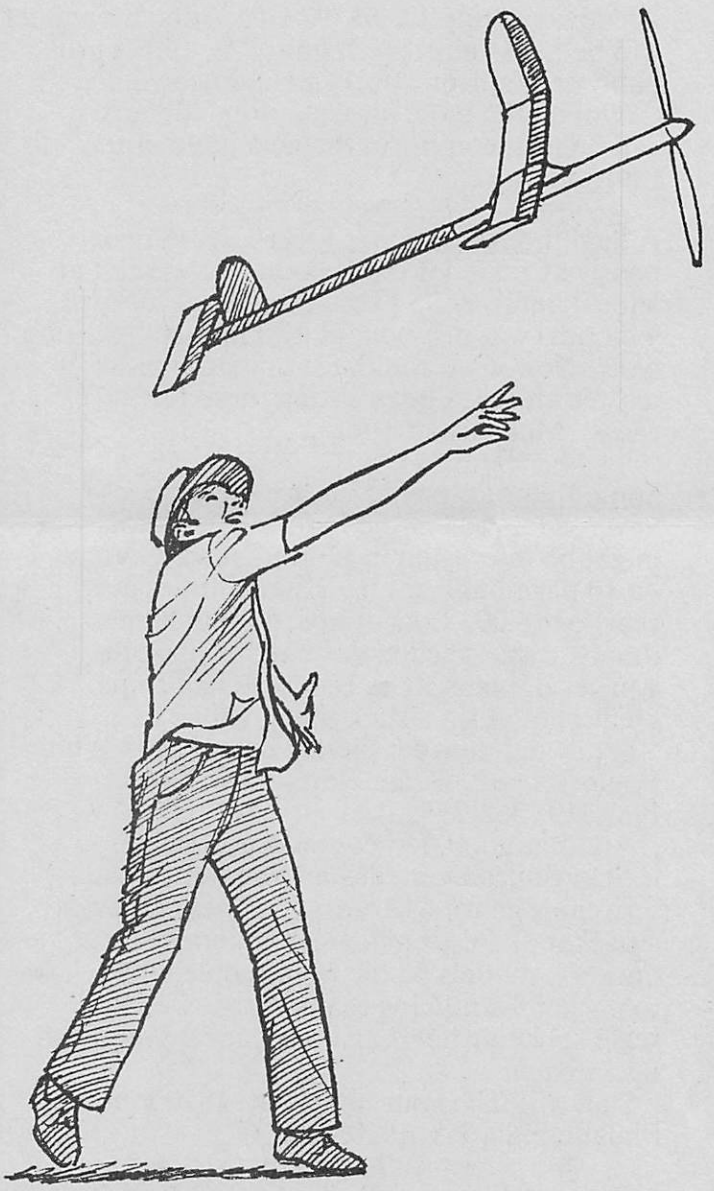
CIA O.T. & NosGas Meet of July 25/26, '92 - HSM

With a weather track record of mostly wind or rain (or both!) for most the previous sessions at W-P, as well as other contest occasions so far in '92, the CIA's traditional "good-weather-rabbit's-foot" came through for us once again on this weekend. Saturday was merely gorgeous with maximum breezes of about 2mph from about any direction one preferred. DT'ing onto toolboxes was an often repeated feat!

However, although Sunday began with the end of an all night rain and ended with a deluge about a half hour before the close of activities - flying was most tolerable from about 10:30AM until the little dark cloud showed itself at 3:30 -and Man, was it sorrowful - it rained buckets for about 30 minutes! Anyway, Sunday flying was great fun in between in spite of the somewhat shortened span of flyable weather.

At any rate, there was much activity on Saturday, with the air crammed with models directly overhead. No midair collisions, but many close calls. Since the official "Box scores" follow these paragraphs, you can refer to them rather than having this reporter take up space with redundant blow-by-blows. However, I do wish to get my licks in regarding any information errors on the few blank spaces appearing in the following event tallies. The reasons for these voids are threefold: 1) Some guys did not fully fill out the model information area on the backs of their time cards, or 2) ignored the area altogether, or 3) took their time cards home with them after the contest, which is a dastardly "no-no" since it was the only document we had to prove to the AMA that they even existed on this earth during those days in July. (Jack Greene gets the like-colored weenie since this is the second year in a row he has made off with his 5 1/2 X 8" pasteboard. Shamey, shamey, Jackson!) As to the voids, I thought it amazing that the first and second place winners in HLG did not know

(cont'd p 3)



Say Hi !!!

How about a big, fat *Welcome Aboard* to the following new Agents: **Bill Burgess** from Yorktown, IN (say hi to Kevin Stonerock for me!); **Slaton Johns**, of Fairborn, OH; **Charles Mortimer** from Urbana, OH; and **Bob Shakespeare** of Naples, FL.

We hope to see y'all on the flying fields and in the gyms soon!

I can't believe it's nearly *that* time again! An advance tip: the '92/93 CIA Annual banquet will be held Saturday, January 23, 1993 - probably at Welliver's over in Hagerstown, IN.

Plan on the date, anyway! Final details will be forthcoming in the next issue of the Informer.

A Sign the Recession is Over .... A very expensive Coupe kit that's been on the shelf at a local hobby shop (Tom Metzler's) for over 9 months was just bought by a non-competition type! Now if we could just unload that Dragmaster kit that's been sitting there for 2 years! Make us an offer ...

Some Indoor plugs .... in case any of our new readers are of the indoor persuasion, you might be interested in Indoor News & Views - a 10 page publication, issued 4 times a year for $8.00. Lots of tips 'n hints, some theory, contest schedules and results, plus 4 pages of plans. The last issue had some great photos, on a slick sheet, yet!!

Send your coin to: Plenny Bates, 2505 White Eagle Trl., SE, Cedar Rapids IA 52403. Ph: (319) 362-2969.

Another good, largely Indoor publication is Stan Fink's Domeduster Newsletter. Subscriptions go for $12/year (6 issues). There's a packet of a dozen full-size indoor scale & duration models by the best people, and a how-to packet for making realistic lightweight scale spoked wheels. Either packet goes for 8 bucks each.

Stan will take your money at: 1810 Pine St., Philadelphia, PA 19103.

Congratulations to Jr/Sr Agent **Mark Richmond** for his 9th place and the U.S. team's 3rd place Wake finishes at the Junior FAI championships this summer. Keep up the good work, Mark. A win is just a matter of time .... (At least you didn't leave any lost models behind - ha!)

From the NFFS .... The 1992 selections for the 10 Models of the Year are as follows:

* F1A - Bunters by M. Kocharev & S. Makarov.
* F1B - *Tiltwing HC17* by Hank Cole.
* F1C - *#15* by Randy Archer.

Lg Power - *Niblet 584* by **Norm Poti.**
Sm Power - *Hurry Up* by Bill Lynch.
Lg Rub - *Small Giant Speckled Bird* by George Perryman.
Sm Rub - *Teachers Pet* by John O'Donnel.
Ind Rub - Novice Pennyplane by Chuck Markos.
Cat Gldr - Article by Chuck Markos.
Special - *Lacey M10* by Peck Polymers & Butch Hadland.

Free Flight Hall of Fame as follows:

* Al Casano (dec).
* Lew Mahiew
* Clarence Mather

Attention Modelers & Friends .... The Detroit Balsa Bugs will celebrate its 50th Anniversary with a banquet Nov. 14 at the Ramada Heritage Hotel in Southgate, MI (a suburb south of Detroit). For more details contact Paul Shailor (313) 286-5933.

" .... the latest issue of MA arrived, so I looked through it a little more carefully than usual. It is certainly losing the looks that it had during Carl's time. It is becoming more like RC Modeler, and that is bad - ads all through the issue, even encroaching on the lead pages of articles. It's almost enough to make one give it up, but if one did how would one get to read Murph's comments?" An observation by Canadian Agent **Peter Mann.**

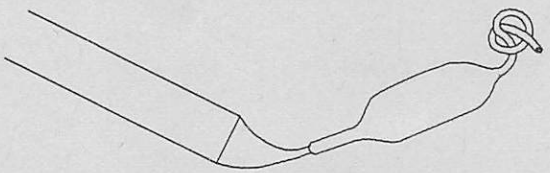
A Call For Papers .... It's that time again! The NFFS is accepting your intentions and outlines for the '93 Sympo. It's your chance to publish your theoretical thesis on a model aircraft problem, handy hints to construction ease, recorded test anomalies, analysis of power or flight phenomena, etc. '93 Hall of Fame and 10 Models of the Year nominations are also being accepted.

Send articles to: George Xenakis, 1288 Oak Knoll Dr, San Jose, CA 95129 (408) 996-0650; or John Oldenkamp, 3331 Adams Ave, San Diego, CA 92116. (619) 233-4837.

Send '93 MOY nom's to: Bruce Kimball, 10051 24th Ave., SW, Seattle, WA 98146, and '93 Hall of Fame nom's to: Bob Waterman, 4480 NW Wallowa Ct., Portland, OR 97229.

Yet Another Offering from the fertile mind of Gil Morris! Included for your amazement is a 3-view of Gil's new F1C *Pipe Dream,* inspired by the new tuned pipe/muffler rule and by the indoor hand launch glider *Slow Poker.* Gil sez it's climb is phenomenal, and it soars like a buzzard - just remember to stretch a rubber band between points A and B!

Fuel Bladders .... one of the slickest tricks this ol' rubber flyer has seen in a while is the use of 1/8" to 1/4" natural rubber surgical tubing for fuel bladders (instead of pacifiers). Much less fuel is thrown away on a dump than with a pacifier. Just cut a short length (2" to 4"), knot one end, then slip the free end over your fuel syringe. Try a 'dry run' to blow up and size the assembly the first few times. It blows up into a neat cylindrical shape. About 5 cents a "tank". Great!! - MJW



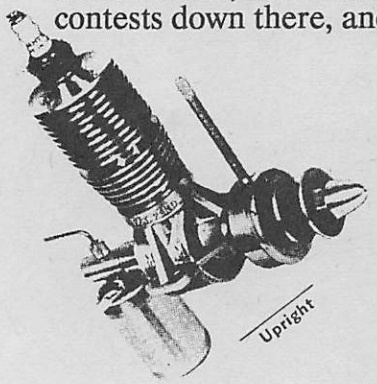
How They finished .... This brief Lost Hills FAI Team selection report was furnished by one of the participants, Agent **Marty Richardson.**

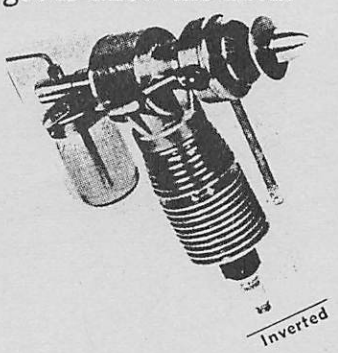
There were 22 entrants in F1A, 41 in F1B, and 31 in F1C. Weather was perfect!

F1A was decided with a 15th round flyoff between 5 fliers. Our Glider team is Coussens, Gewain and Wilder.

Conveniently, there were 3 perfect scores at the end of Round 14 in F1B. Our Wake team is Pearce, Xenakis and agent **Chris Matsuno.** Congratulations, Chris!! 11 fliers were clean after 14 rounds of F1C, taking a 9 minute round to decide it! Simpson had (3360) + 485, Galbreath had +458 and Keck was +457. **Gil Morris** had +438. No problems - just no air! (**Dale Mateer** and **Norm Poti** were in the hunt, but had mechanical problems near Round 14.)

It appears that our next Team Finals will be in Florida, at the K.O.I. site. Take in some contests down there, and get to know the field!







Progress .... - by Murph

.... can sometimes be accomplished by pondering past experiences. So, reflecting on the past CIA O.T. & NosGas contest set the gray matter to churning in regard to some items, such as:

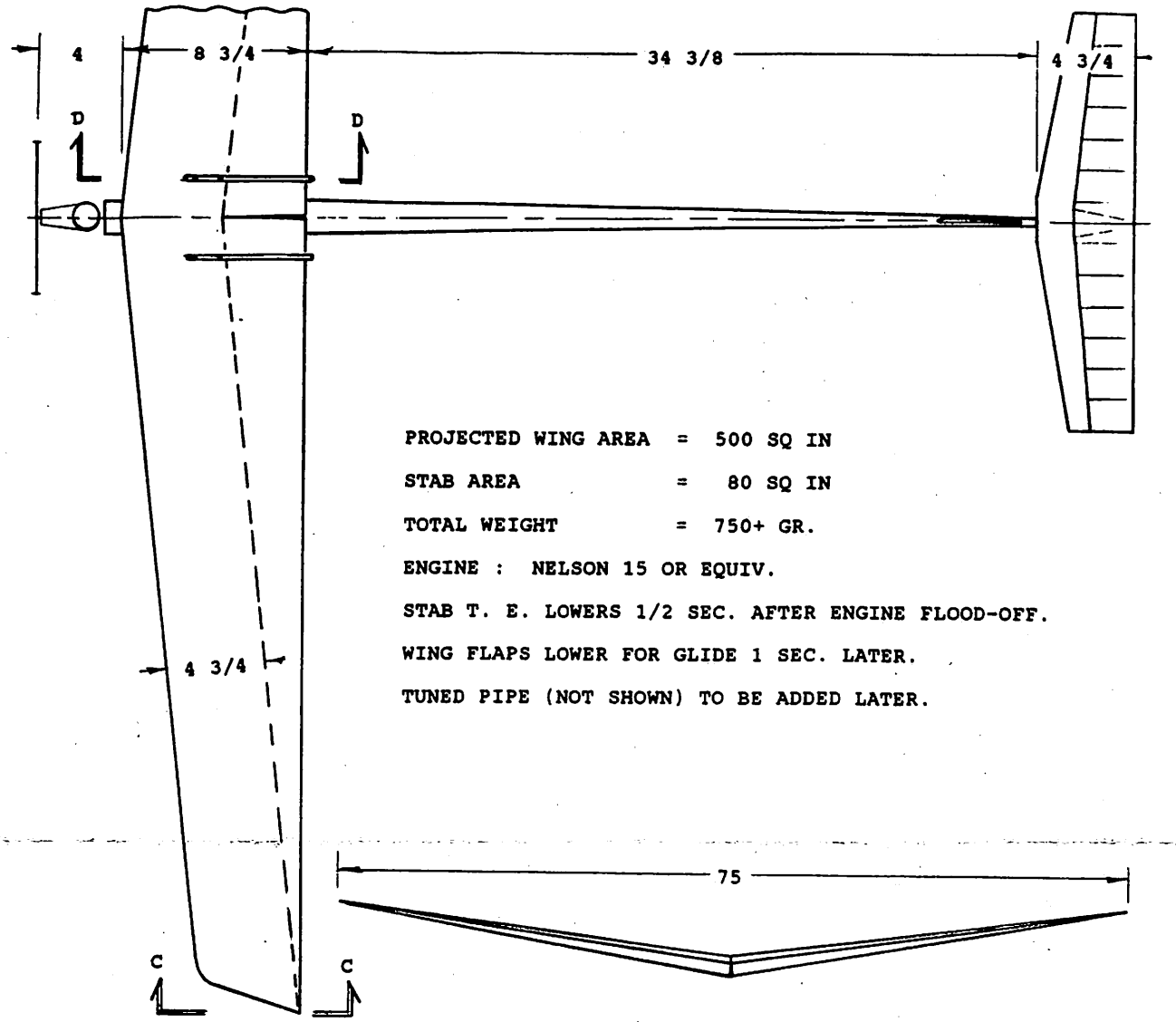
Would the SLAG Engine event be more fun if we permitted another 5 seconds of engine run, rather than encouraging various questionable engine hop-ups to achieve adequate altitude? (44 second flights are embarrassing!)

With 12 entries in Early 1/2A NosGas on Sat. eve compared to 16 in regular 1/2A NosGas, it would appear we'd better immediately upgrade the event from Sat. eve to daytime status for next time.

Do we need a 15 minute pre-contest prep class for those guys who can't seem to fill out the backs of their time cards properly? Also, in signing the required AMA Insurance Waiver, we apparently need to define the difference of what the words "signature" and "print-your-name" mean. Some guys "signed" their names in both columns. And until Steve Frazier can learn to sign his name so others can read it, he shall heretofore be simply known as "#31". (Practice, Steve, practice - ha!)

I think I vote for a half-hour later start time (9:30AM) on Saturdays for the convenience of those who drive a 'fur piece'. Extend Saturday's cutoff time to 5PM. Limit any Sat. eve special events to a single event, or eliminate altogether - then retain the 9AM-4PM timespan for Sunday. How's that stuff grab you, daahhlings?

Flash! '93 FF Nats goes to Lubbock, TX. Don't know at this writing if that is progress or not. S-s-swish! I'm gone from here. - HSM



PROJECTED WING AREA = 500 SQ IN

STAB AREA = 80 SQ IN

TOTAL WEIGHT = 750+ GR.

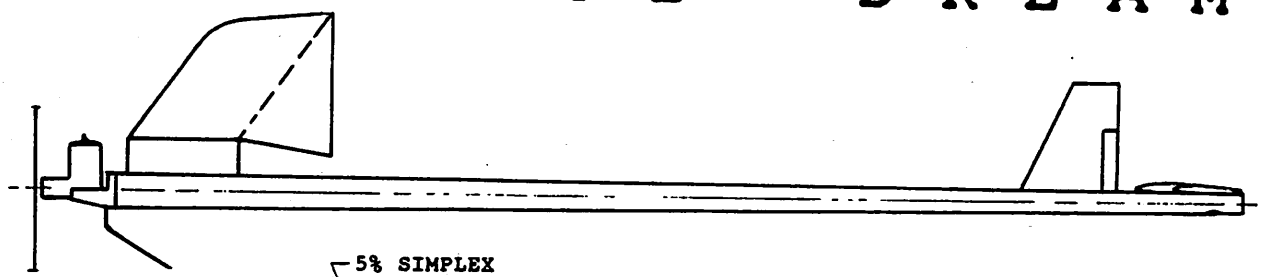
ENGINE : NELSON 15 OR EQUIV.

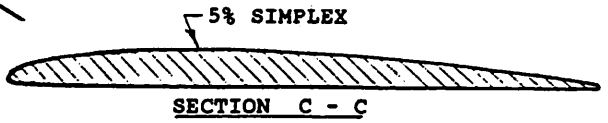
STAB T. E. LOWERS 1/2 SEC. AFTER ENGINE FLOOD-OFF.

WING FLAPS LOWER FOR GLIDE 1 SEC. LATER.

TUNED PIPE (NOT SHOWN) TO BE ADDED LATER.

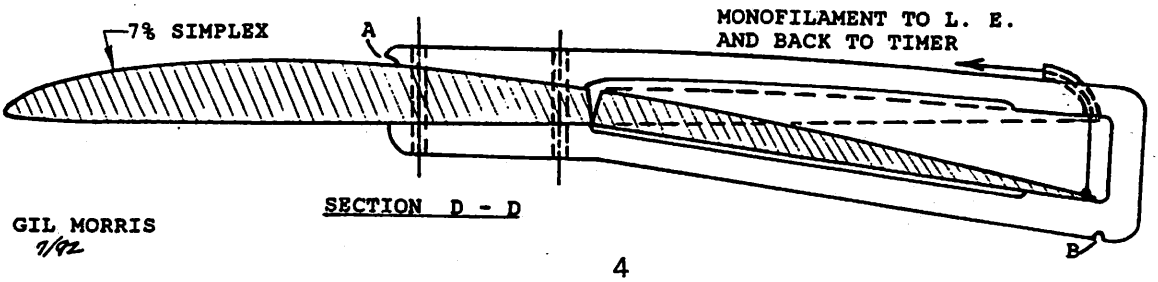
P I P E D R E A M





SECTION C - C

14 RUBBER BAND STRETCHED BETWEEN POINTS A & B



SECTION D - D

BY GIL MORRIS
7/92

(CIA OT & NosGas Meet .... cont'd)
the names of the model designs they won with (how old are these guys?). Anyway, we will get better, won't we, Jack and Zack, Greene and Gene, etc. Oh yeah, to those guys who stuck their heads under our collapsed canopy during the downpour to ask for their trophies so they could leave for home - I have this most instructive comment - "Get Realistic!" Egads, you couldn't see to drive through that wall of water, let alone find the nearby parked car which was keeping the scorecards dry!

Oh, well. It's all in the fun of freeflight and I've been "all wet" before in a lot of respects ....

One of the more enjoyable aspects of an O.T. & NosGas gathering is the presence of so many different model designs. At least this is a large contrast to a standard AMA event or FAI contest where the design differences of the competing models are generally more subtle, thereby causing models to be quite similar in appearance. A good example is when Ted Dock's weird looking Thor-powered *Tomahawk* puttered around overhead on Saturday. You could hear a number of associated comments such as "Lookie-there!" and "What-the-hell-is-that?" If you might be looking for trends in perusing the box scores you may note that a couple of scaled down *Space Wamps* went to the top in the 1/4A NosGas event, much to the distress of numerous *80% T-Birds* on this occasion. The *Zeek 240*/ Holland Hornet combo performed a like number on the popular 1/2A T-Bird design in the 1/2A NosGas event. 1947 must have been a banner design year as the '47 *Phoenix* and the Zeek designs dominated the NosGas Ignition competition.

Bill Hale's T-Bird prevented a complete rout as it topped the Class A event. Sal Taibi's *A/B Spacer* design appears to be still hanging in there as the B/C design-to-beat, as they went one-two with a K&B .29 and a .23 respectively. With 15 entries in B/C, it looks like larger models are getting built.



(CIA OT & NosGas Meet .... cont'd)

The first-time Early 1/2A event logged a nost respectable 12 entries on Sat. nite, with the standard size 1/2A Zeek 176 representing half of the entries. Also, OK Cubs certainly seem to rev-up a bit better than the other eligible powerplants, although this session should not necessarily conclude the voting.

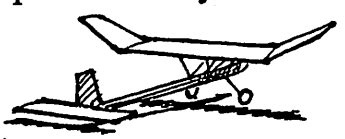
As to the ignition events, entries were surprisingly low in A/B Pylon, but the weather on Sunday was the most probable factor. A/B Cabin posted twice as many entries on the preceding day which would suggest credence to the 'bum weather theory' of Sunday. *Brooklyn Dodgers* constituted half of the A/B Cabin entries, which sould be no surprise - except one was of the relatively newly approved 350 size. We will see more of these in the future for certain. C Ignition disclosed little, as to any new trends with a complement of Goldberg and Elgin designs duly represented. The Slag Engine addicts are still promoting the *Megow Ranger* as the model design to beat, with the lone Rogers powered entry outdistancing all the Thors. Of note is the apparent better starting and running batch of Slags. How cum? Don't know.

Diminutive *Kerswaps* dominated .020 Replica. Les Hallgarth's new smaller 126 sq.in. model received considerable attention the first 9 seconds of each official and test flight, as it climbed at a brisk clip! It would appear that .020 models may be about ready to drop from the common 140 sq.in. bracket to around 125 to attain more initial altitude.

As to the Saturday evening 1/2A Antique event, while drawing a disappointing entry list of 3, there are other models under construction and some contestants seemed just too tired to fly "just one more event" after a long, hot day of competition. Some talk is going around as to utiliing those two Early Spring and/or Late Fall W-P Practice Sessions by staging a "Mickey Mouse Sunday" or similar thing to try out new or expected low entry events as a more sensible approach (let's hear your comments!).

We added another O.T. Rubber event this year, in trying to tempt more rubber flyers to attend. Again, the weather may have played a factor here, since 2 of the 3 events were scheduled on Sunday which was a bit windy and wet for most of the early hours of the day. Still, lotsa *Gollywocks* in Small Rubber Stick.

Well, let's take this thing to the presses with an appropriate "thank you!" to Meredith



and Gib for serving as CD's and to Saturday Evening subs Roger Lane and Les Hallgarth, who handled the charts thereby permitting our main men a bit of a break from the two day drudgery of running the contest from beneath the canopy.

A few other credits of note - "No thanks" to Floyd Miller who predicted the rain for Sunday; a big "Phooey-on-you" to Gil"Chicken" Morris who wouldn't do the 280 ft Bungee jump Saturday nite after we all chipped in the $75 to buy him a free ticket; and to Bob Placier - the idea is to get the model to climb up, up, and away - not go round, and round in tight little circles, shoulder high!

See y'all next time!! - HSM

1/4A NosGas - (19)

1.	H.Murphy	70%SpaceWamp	399
2.	F.Heeb	?%SpaceWamp	358
3.	L.Willis	HappyDays	344
4.	R.Kluiber	Eliminator	336
5.	W.Barr	80%Zero	329
6.	J.Haught	?%Y-Bar	327
7.	H.Nystrom	80%T-Bird	313
8.	J.Noble	80%T-Bird	300
9.	W.Reuter	--	299
10.	W.Hale	Zeek	274
11.	G.Bowers	80%T-Bird	239
12.	S.Frazier	80%T-Bird	226
13.	R.S'speare	MiniSpacer	189
14.	R.Edlestein	CivyBoy31	182
15.	R.Lane	80%T-Bird	170
16.	E.Jordan	Zeek	158
17.	F.Miller	80%T-Bird	70

B/C NosGas - (15)

1.	W.Hale	Spcr/K&B29	480
2.	H.Nystrom	Spcr/K&B23	360
3.	R.Kluiber	RmRd600/OSMx29	359
4.	H.Murphy	Zeek397/Fox201	347
5.	K.Fulmer	Zeek/Dooling29	342
6.	E.Jordan	RmRd600/Fox25	322
7.	J.Greene	--/--	307
8.	R.S'speare	RmRd/OSMx35	292
9.	D.Dock	Texan/McCy60	261
10.	J.Noble	Zeek/OSMx35	235
11.	D.Phillips	CvyBy61/Jhnsn32	157
12.	R.Larsh	Spacer/K&B29	97
13.	L.Willis	HpyDys/OSMx35	51

NosGas Ign - (5)

1.	H.Murphy	47Phnx/O&R29	574
2.	G.Bowers	47Zeek/Ard19	480
3.	W.Hale	47Phnx/O&R23	330
4.	T.Dock	Snipe/Ard19	243

(*) Jr. Contestants.

1/2ANosGas - (16)

1.	H.Nystrom	Zeek240/Hnt	480
2.	H.Murphy	Zeek240/Hnt	348
3.	K.Fulmer	R'Rod250/BkWid	317
4.	D.Dock	Prvncial/Cx049	290
5.	S.Frazier	T-Bird/Hnt	280
6.	W.Reuter	--/--	222
7.	C.Mortimer	Raunchy/?	181

Early 1/2A NosGas - (12)

1.	R.Kluiber	JscoStrk/OK049x	312
2.	H.Nystrom	Zeek176/Wasp049	293
3.	H.Murphy	Zeek176/OK049x	284
4.	W.Hale	Zeek176/OK049	179
5.	E.Jordan	Zeek176/K&B049	177
6.	W.Barr	1/2WldGs/OK049b	139
7.	F.Miller	HoBoy/Wasp049	73
8.	G.Bowers	Zeek176/ ?	44
9.	T.Dock	Wndrlst/Wasp049	Att

Small Rubber Stick - (8)

1.	F.Heeb	Wren	1080
2.	L.Willis	Korda	503
3.	J.Nolin	Gollywock	355
4.	LouWillis	Korda	347
5.	W.Barr	Gollywock	345
6.	J.Macay	CasanoChmpn	337
7.	J.Voorhees	Firefly	320
8.	D.Harshman	Clodhopper	85
9.	W.Jackson	Gollywock	65
10.	R.Lane	Gollywock	43

O.T. HLG -(8)

1.	D.Dock	-	269
2.	R.Kluiber	-	183
3.	R.Larsh	Hugelet	167
4.	W.Barr	Hugelet	97
5.	J.Haught	Vartanian	94
*6.	Z.Dock	-	82
*7.	J.Dock	-	60

A NosGas - (12)

1.	W.Hale	TBrd/OSMx15	600
2.	K.Fulmer	RmRd435/OSMx15	581
3.	D.Dock	SuprFlsh/OS19	343
4.	R.S'speare	Zeek/McCy19	324
5.	G.Bowers	TBrd/?	269
6.	D.Phillips	CvyBy51/Veco19	237

Rubber Cabin - (8)

1.	W.Jackson	Jabberwock	540
2.	LouWillis	--	351
3.	L.Willis	Korda	340
4.	B.Brown	Lanzo "E"	83

O.T. C Pyl/Cab - (7)

1.	H.Murphy	Zpr/O&R33	480
2.	T.Dock	Krswp/O&R33	476
3.	E.Jordan	Slpln/Sptfr	323
4.	R.Patton	Slpln/Sptfr	178

.020 Replica - (15)

1.	W.Barr	Playboy,Sr.	360
2.	D.Dock	Kerswap140	257
3.	L.Willis	HappyDays	202
4.	W.Weisenbach	Kerswap140	187
5.	R.S'speare	--	157
6.	W.Reuter	--	130
7.	L.Hallgarth	Kerswap126	127

O.T. A/B Pylon - (5)

1.	G.Bowers	Ranger/?	304
2.	T.Dock	Krswp/O&R29	285
3.	H.Murphy	Ranger/O&R19	285
4.	E.Jordan	Intrcptr/O&R19	229
5.	D.Harshman	BklnDgr/K&B29	211

O.T. A/B Cabin - (10)

1.	R.Edlestein	SoLng/O&R23	356
2.	R.Kluiber	Dgr465/O&R23	334
3.	H.Murphy	Dgr350/O&R19	319
4.	E.Jordan	Dgr465/Frst29	300
5.	T.Dock	Snipe/Ard19	241

Slag Engine - (5)

1.	R.Edlestein	Rngr/Rog35	304
2.	H.Murphy	Rngr/Thr29	216
3.	W.Hale	Rngr/Thr29	183
4.	T.Dock	Tmhwk/Thr29	108

1/2A Antique - (3)

1.	W.Hale	Powerhouse45	257
2.	G.Bowers	Powerhouse45	178
3.	H.Murphy	Powerhouse45	34

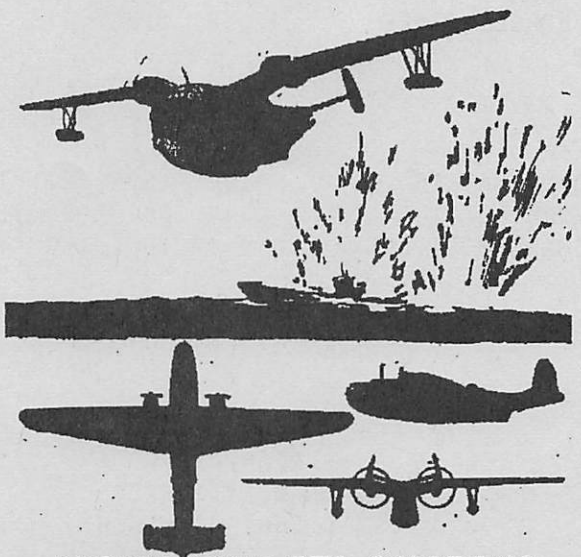
Large Rubber Stick - (5)

1.	L.Willis	Lanzo	540
1.	W.Jackson	KordaStickler	540
2.	B.Brown	Lanzo	335
3.	LouWillis	Lanzo	Att

Can You Help Me ?? In the next Informer issue I'd like to do a thumbnail comparison of the available model locator systems. I need input from the users of the various RF and audio systems (Walston, Bradley, Holohil, Estes, etc.) with respect to range under various conditions, pet methods of activation and receiver "tricks", all-up weight, system shortcomings and anything else you'd like to relate! Of great interest would be mounting techniques, especially with respect to antenna placement - real things that you've found work to increase apparent range. (Input from manufacturers would also be greatly appreciated!)

As the value and performance of our models rise with our fields shrinking, the retreival systems are becoming an essential part of our sport. I think now would be a good time to compare the merits and costs of the various schemes recently available to modelers, to help 'em choose appropriately.

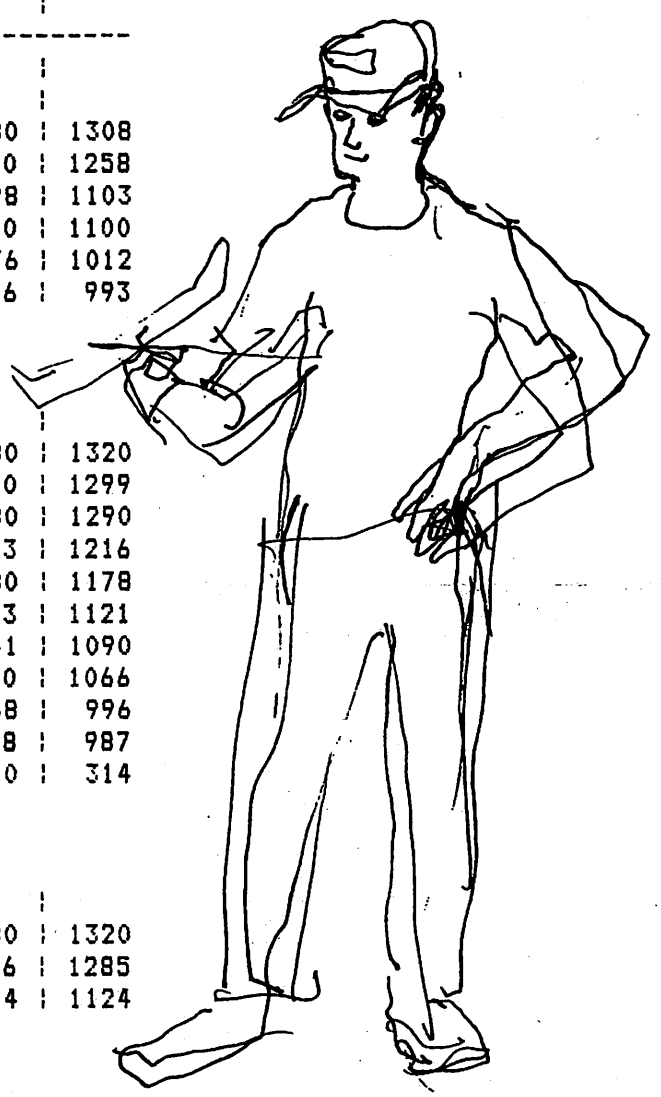
Send your thoughts to: M.J.Whittemore, Jr., 2348S, 700W, New Palestine, IN 46163.



- Results of the FAI Intercities Meet -
Wright-Patterson AFB, July 11-12, 1992.

INDIVIDUAL RESULTS

EVENT/ CONTESTANT	SCORES BY ROUND SATURDAY				SUNDAY			TOTAL
	1	2	3	4	5	6	7	
F1A								
ANDREW BARRON	180	180	180	180	228	180	180	1308
CHUCK MARKOS	180	180	180	180	178	180	180	1258
JIM BRADLEY	180	180	180	180	142	143	98	1103
BOB KLIPP	180	83	180	180	117	180	180	1100
BILL SHAILOR	180	104	180	180	112	180	76	1012
JIM HAUGHT	180	180	180	91	126	180	56	993
F1B								
CHRIS MATSUNO	180	180	180	180	240	180	180	1320
JIM BROOKS	180	180	180	159	240	180	180	1299
PAUL SHAILOR	150	180	180	180	240	180	180	1290
PAUL CROWLEY	180	180	180	180	203	180	113	1216
JOE WILLIAMS	180	180	145	180	133	180	180	1178
MARTIN RICHARDSON	180	180	180	131	127	180	143	1121
MOE WHITTEMORE	180	180	177	180	163	169	41	1090
JOE MACAY	103	175	116	162	150	180	180	1066
THOMAS JONES	180	180	100	180	108	180	68	996
RANDALL RYAN	160	180	180	105	122	172	68	987
CHARLES JONES	158	115	41	0	0	0	0	314
F1C								
DALE MATEER	180	180	180	180	240	180	180	1320
NORM POTI	149	180	180	180	240	180	176	1285
CHARLES STILES	0	180	180	180	240	180	164	1124



TEAM RESULTS

F1A:	1 BARRON/KLIPP	1308 +1100	=	2408	F1A Team Perpetual Trophy
	2 BRADLEY/MARKOS	1103 +1258	=	2361	
	3 B.SHAILOR/HAUGHT	1012 + 993	=	2005	
F1B:	1 CROWLEY/P.SHAILOR	1216 +1290	=	2506	F1B Team Perpetual Trophy
	2 RICHARDSON/MATSUNO	1121 +1320	=	2441	
	3 MACAY/RYAN	1066 + 987	=	2053	
	4 T.JONES/C.JONES	996 + 314	=	1310	
F1C:	AWARDED TO CHARLES & DICK STILES				F1C Team Perpetual Trophy

COFFC Meet Results - August 22-23, 1992

ABC Nostalgia
1. Gene Bowers
2. Rudy Kluiber
3. Bill Hale

ABC OT Pylon/Cabin
1. Harry Murphy
2. Warren Weisenbach
3. Gene Bowers

1/2A Gas
1. Dale Mateer
2. Bill Barr
3. Norm Poti

A/B Gas
1. Dale Mateer
2. Bob Perkins
3. Gene Bowers

.020 Replica
1. Bill Hale
2. Rudy Kluiber
3. Roger Lane

1/2A Noatalgia
1. Harry Murphy
2. Gene Bowers
3. Rudy Kluiber

PeeWee 30
1. Elmer Jordan
2. Bill Hale
3. John Voorhees

Mulvihill Rubber
1. Marty Richardson
2. Larry Willis
3. Joseph Williams

Jr. OHLG
1. Aaron Spaulding
2. Eddie Jackson
3. Billy Reuter

OT Stk/Cab Rubber
1. Bill Jackson
2. Jerry Nolin
3. Joseph Williams

C/D Gas
1. Guy Scott
2. Andy George

Jr. A1/A2 Glider
1. Billy Reuter
2. Jon Reuter

OHLG
1. Thomas Jones
2. Rudy Kluiber
3. Charlie Jones

Electric/P30/Coupe
1. Bill Barr
2. Charlie Jones
3. Bill Jackson

Jr. 1/2A Gas
1. Billy Reuter
2. Jon Reuter
3. Rich Howald

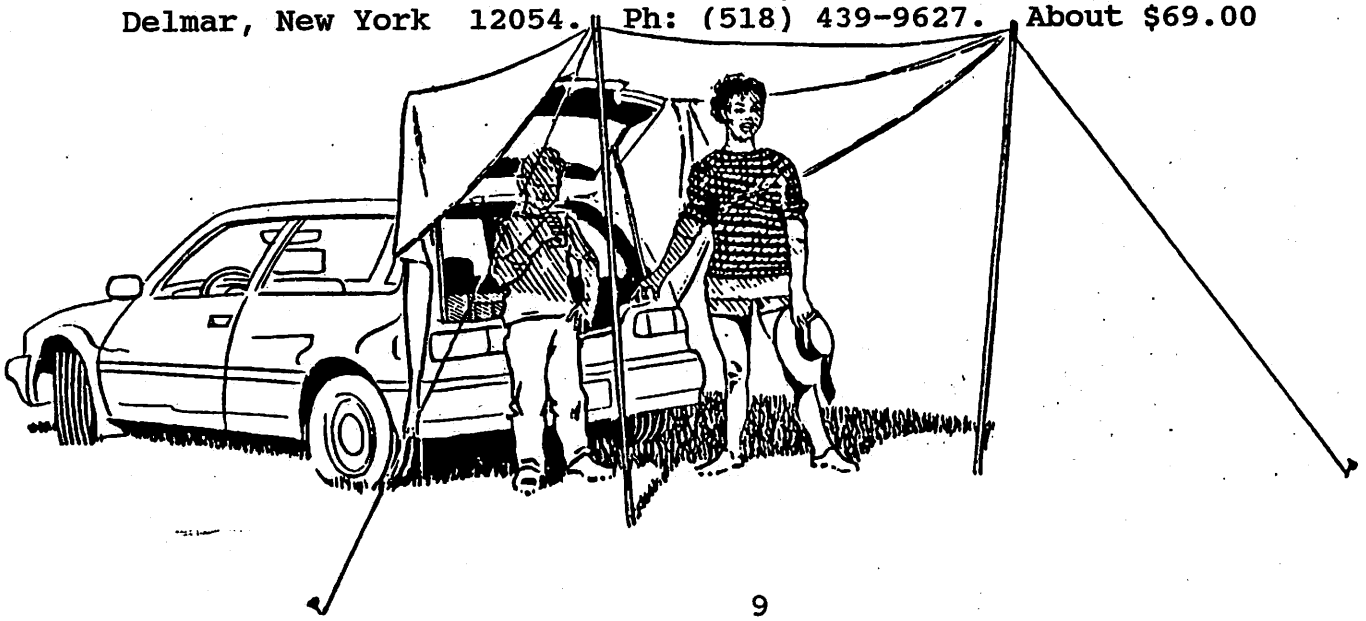
A1/A2 Glider
1. Warren Weisenbach
2. Jim Haught
3. Bill Reuter

HH Catapult Glider
1. Rudy Kluiber
2. Thomas Jones
3. Bill Jackson

Jr. HH Cat Glider
1. Aaron Spaulding
2. Billy Reuter
3. Rich Howald

Attention, Hatchback and Wagon owners !!

Available from Made In The Shade, Box 227D Vadney Road, Delmar, New York 12054. Ph: (518) 439-9627. About $69.00



Specifications: Tarp measures approximately 7.5 feet by 7.5 feet and is made of colorfast quality urethane coated packcloth or heavy duty laminated vinyl in your choice of Red, Blue or Green. Includes all you need for the perfect shelter: Two 6 foot adjustable aluminum poles, lines, pegs, and handy storage bag. All made in USA.

Results of NOFFA Meet - August 8/9, 1992

A/B Gas

G.	Morris	327
J.	Peters	327
N.	Poti	360

HH Cat - Jr.

S.	Willis	266
J.	Jackson	29
K.	Jackson	24
J.	Reuter	14
J.	Poti	7

1/2A Gas

D.	Mateer	360
A.	George	355
H.	Murphy	337
J.	Haught	335
J.	Mekina	315
L.	Willis	280
W.	Barr	274
C.	Mortimer	271
J.	Peters	260
G.	Bowers	234
W.	Dunlop	116
W.	Reuter	Att

OHLG

T.	Jones	263
R.	Lane	156
J.	Mekina	111
C.	Jones	108
E.	Jordan	65
L.	Willis	56
J.	Haught	53
H.	Murphy	18

PeeWee 30

E.	Jordan	2121
W.	Hale	2053
L.	Willis	2186

ABC OT Ign

D.	Harshman	217
R.	Patton	164
G.	Bowers	131
E.	Jordan	84

OT Rubber

L.	Willis	360
W.	Jackson	230
F.	Heeb	120

C/D Gas

G.	Scott	600
J.	Peters	480
J.	Mekina	455

ABC NosGas

W.	Hale	720
G.	Bowers	561
H.	Murphy	432
E.	Jordan	328

High Point Winner:
Bill Hale

HH Cat - Open

R.	Lane	108
L.	Willis	102
W.	Jackson	69
C.	Mortimer	22

1/2A NosGas

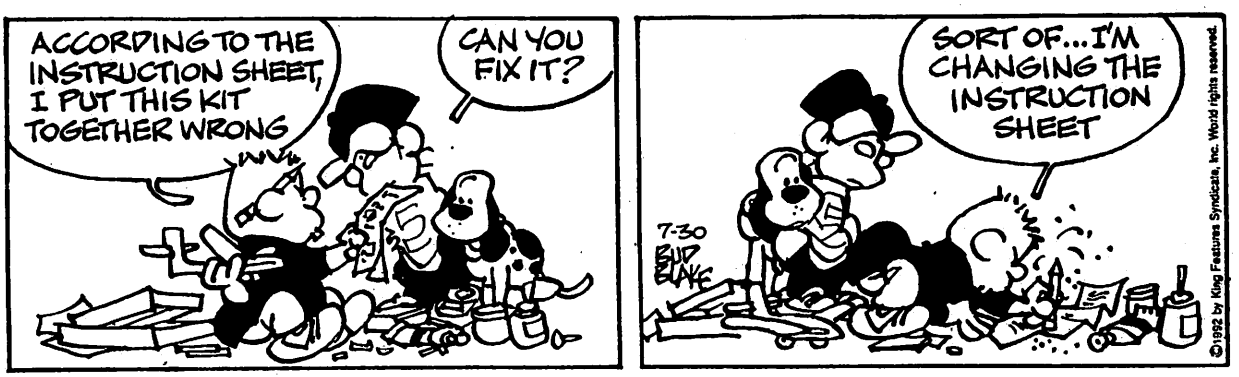
J.	Haught	346
W.	Hale	311
G.	Bowers	300
H.	Murphy	197
W.	Reuter	102
E.	Jordan	59

.020 Nost

G.	Bowers	336
F.	Heeb	324
W.	Hale	303
L.	Willis	288
W.	Barr	284
H.	Murphy	232
J.	Voorhees	223
E.	Jordan	150
R.	Lane	71

P-30/Cpe/Elec/A1

W.	Hale	343
W.	Dunlop	310
W.	Barr	304
W.	Jackson	300
C.	Jones	289
R.	Lane	278
F.	Heeb	265
L.	Willis	262
J.	Voorhees	202



Hot Flash!! Just received a letter from Agent Rudy Kluiber. Included was a set of the FF Rules change proposals currently in front of the FF Contest Board. Rudy reminds us that the **initial vote must be in by 12/1/92!** Since some of these proposals will be controversial, all FF'ers are urged to contact their respective FF Contest Board members to make their feelings known. Rudy would like to hear from District III flyers and WPAFB flyers, in general. Contact Rudy at: 2021 Lakeland, Lakewood, OH 44017. Ph: (216) 226-6838. The proposals are as follows:

FF 94-1) Event 120, Mulvihill Rubber Model, page 15, delete first sentence and replace with, "A Mulvihill Rubber Model has no design restrictions except that the projected area of the wing shall not exceed 300 sqin. in contest categories I and II, and 150 sqin. in contest category III."

Submitted by **Mark Valerius.**

FF 94-2) Event 101, 1/2A Gas, page 12, rules revised to permit loop scavenged, plain bearing engines only. A new 1/2A Gas event to be created allowing ball bearing, multi-ported racing engines.

Submitted by **Harry Murphy.**

FF 94-3) Free flight General, page 12, add, "13. Metal covered flying surfaces of any kind shall not be permitted on any model type in AMA free flight event competitions."

Submitted by **Harry Murphy.**

FF 94-4) Event 142, Free Flight Outdoor Catapult Glider, page 17, remove Provisional status and classify the event as Official.

Submitted by **Harry Murphy.**

FF 94-5) Event 106, Payload, item 13.1, page 14, change first sentence to read, "Length of engine run after model is released for flight shall not exceed 13 seconds ROG.

Submitted by **Harry Murphy.**

FF 94-6) Event 106, Payload, item 13.3, page 14, delete the adding of a full minute to the flight max for each flyoff flight and replace with a reduced engine run of 10 seconds ROG for all flyoff flights, keeping the flight max for all flights at two (2) minutes. (Category III only).

Submitted by **Harry Murphy.**

FF 94-7) Event 142, Free Flight Outdoor Catapult Glider, page 17, delete present 4. and replace with, "4. Launching. Launching shall be by means of a handheld catapult as described below.

4.1 A handheld catapult is composed of a dowel not exceeding six (6) inches in length and a two-strand loop of 1/4 inch flat model airplane rubber (FAI, Pirelli, etc.) made from a piece that is 18 inches long to form a loop about nine (9) inches long. One end of the rubber loop shall be attached to one end of the dowel.

4.2 The handheld catapult is to be provided by the contestant, but is subject to approval by the Contest Director. More than one (1) handheld catapult may be used in any given contest."

Submitted by **Linwood Cochran.**

FF 94-8) Event 142, Free Flight Outdoor Catapult Glider, page 17, change Provisional event status to Official.

Submitted by **Linwood Cochran.**

Avoid apathy! If you don't express your feelings to your Contest Board reps, chances are you're looking at the new 1994 rules. Facts of life !! - **MJW**

1992 AREA CONTEST CALENDAR

Sep	4-7	Muncie, IN	NFFS USOC
	5-7	Lost Hills CA	USFFC/NFFS NosGas Champs
	19/20	WPAFB OH	CIA Annual Regional FF Meet
Oct	3/4	Lawrenceville IL	TCAC Annual FF Contest
	8-11	Lost Hills CA	FAI U.S. Team Finals
	17/18	WPAFB OH	Fall Practice Sessions
Nov	1	Columbus OH	MECA Collecto

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