CENTRAL INDIANA AEROMODELLERS

CIA INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
The frost's on
the cowling.

- Editor -
Moe Whittemore
2348S, 700W
New Palestine
IN 46163

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Winter Project - by Murph

The CIA's annual O.T. & NosGas Bash, which is traditionally staged the last of July at WPAFB will take on a minor event change next year, as the Slag Engine event is to be dropped out of its Saturday evening slot and is to be replaced with a Jimmie Allen rubber powered event. Any J.A. design is "Kosher", so you have all winter to select one and get it built to partake in the fun next summer!

The M.A.M. contest always sponsors the event as well, so there will be other places to fly 'em in competition than at the CIA meet.

For the record, we hung in there with the Slag thing for 7 years, with a high of 6 and a low of 3 entries. Obviously, 'twas fun for those who participated, but since it was destined not to accumulate a growing roster of participants, it was decided at the August 2 club meeting to try something else in its place which might be of interest to more folks. Also, we thought 2 gas events on Sat. eve after a full day of flying was a little much for the old and feeble, so scrubbing one gas event in leiu of a small rubber event for the rubber flyers seemed only fair and proper for both factions. Obviously, someone will say "why didn't we do this sooner?" - and the answer is "cause we just thunk it up!" (Roger Lane will surely show up with another J.A. "Yellow Jacket" completely covered with blue tissue - tee hee!)

Should your interest be piqued, read on ...

There were to my knowledge eight designs in the Jimmie Allen Squadron of neat flying models. Old Timer Model Supply has them all listed at $4 each, per plan:

Plan #	Design	Span	Year
158	Bluebird	40"	1933
232	Thunderbolt	24"	1935
233	Skyraider	26"	1936
328	Silver Streak	32"	1935
334	Blue Flash	24"	1933
335	Yellow Jacket	26"	1934
345	British/Am Oil Contest	24"	1934
346	Spartan Bomber	32"	1938

The address is PO Box 7334, Van Nuys, CA 91409.

(cont'd p.)



Good Sport!

Don Sachtjen reports that **Randall Ryan** returned the third place plaque that he won in an O.T. Rubber event at the NATS, because he discovered later that he flew an illegal model. He'd queried a fellow modeler as to what he should do about it and was advised to just "forget it". However, he decided to return it anyway, because he didn't feel right about it!

Well, we certainly do not get many of those. So, Don promptly had a "Sportsmanship Award" made up and sent it to Randall. Who sez the honor system doesn't work?

Three cheers for Randall!!! - HSM

CIA Welcome Mat ..... Say Hi to new Agents **Niall Corwell** from Rockville, MD; **Bernard Gerth** of Mt. Vernon, IN, and familiar face **Bob Johannes,** from St. Charles, MO.

All Agents from near and far are invited to attend CIA's twice a month (1st & 3rd Mondays at 7pm) riotous club meetings at Anderson (International?) airport, on the N.E. edge of town on IN 32. A bit of business, enlightenment (sho 'n tell), and B.S. is part of every CIA soiree!

Y'all come and watch Prez Steve Frazier run the meeting with his firm parliamentarian hand! Upcoming sho 'n tell assignments are as follows:

October 4	M.Whittemore
" 18	S.Frazier
November 1	P.Sullivan
" 15	D.Covalt (+ '94 elections)
December 6	J.Haught
" 19	(no meeting)
January 3	H.Murphy
" 17	G.Scott
February 7	L.Hallgarth
" 21	R.Lane
March 7	M.Chamberlain
" 21	W.Burgess
April 4	G.Robbins
" 18	G.Speedy
May 2	R.Woodbridge
" 16	G.Caldwell

And here's a poem for our Agents:

I want to die in my sleep
like my grandfather did,
Not screaming in terror
like his passengers did.

CIA Decals ..... Yep, we got 'em, finally! After a four month fiasco with the decal company, we finally got what we wanted (thanks to the persistence of **Phil Sullivan**) and they are sooper! They're $2.00 per sheet. Each sheet has 5 decals - a 4" oval, 2 ea 3" ovals, and 2 ea 2" ones. That's a size to fit about anything.

You can also get 6 sheets for $10 at the bargain window. Buy a bunch and swap 'em at distant contests!

See Phil or **Harry Murphy** - or if ordering by mail, please send a SASE with an order for 3 sheets or less - 52 cents in stamps for 4-6 sheets. They are the water soak type, so are virtually weightless. The mailing address is: Harry Murphy, CIA Sec.Treas, 3824 Oakwood Blvd, Anderson, IN 46011. Get 'em while we got 'em!

Congratulations ..... Kudos go to **Les Hallgarth** for achieving his "first" max-out over at the last NOFFA meet at W-P. Les got stuck with the ice cream bill at Friendly's on the way home because of it. Sez Les, "Free Flight is sure an expensive hobby!"

Crash and Burn Candidates? For the benefit of our readers who don't subscribe to SAM SPEAKS newsletter, the July/Aug issue carried a couple of incidents which typify annual nominations for the CIA's C&B Award. These were:

1) John Pond vying for the World PAA-Load record when he inadvertantly forgot to disconnect his ten-ton booster batteries in an ROG attempt. Thanks to the powerful "jaws" of the alligator clips, the model didn't get airborne -or so the story went!
2) Hugo Long, flying a Commercial Rubber entry noticed a sudden puff of smoke emanate from his model floating overhead - followed by a burst of flame. Only the prop, rubber, noseblock and l.g. were not consumed in the inferno. Arson inspectors placed the blame on an improperly installed fuse retainer. Yeah, that sounds like a true, dyed-in-the-wool "Crash and Burn" happening. We shoulda sent flowers ... (tee hee).

Texas Timers to Continue! As of 8/23/93, **Hank Nystrom** has purchased the Texas Timer business which was formerly operated by the late Jim Summersett. Everything has now been relocated to Hank's abode in Johnson City, TN. So, you can now contact Hank for those neat fuel timers.

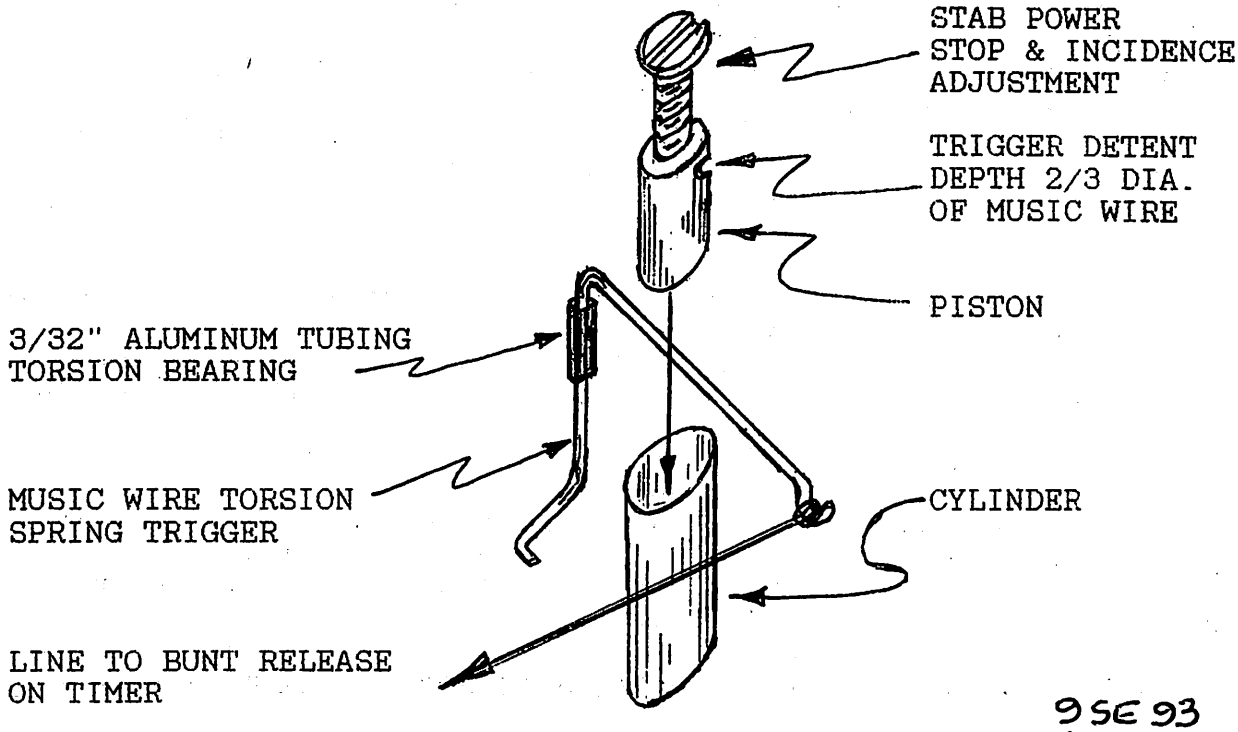
The address is: 3317 Pine Timbers Dr, Johnson City, TN 37604. Are you going to rename them "Tennessee Timers, Hank? .... or "Nystrom's Nip-Offs"???

The Covalt Bunt Mechanism ..... Many thanks to Agent **Dick Covalt** for the drawing of the bunt mechanism he's using in one of his older A/B ships. Dick sez it performed flawlessly at the recent USOC, but alas, the pilot didn't!

He'll be doing a side view of an installation in his new A/B ship in a future Informer.

Plan to attend this year's Annual CIA Banquet! An information leak has the date on Saturday, January 22, 1994 - with the probable location again being Welliver's over in Hagerstown, IN. More details to come in the #6/93 Informer!

THE COVALT BUNT MECHANISM; SIMPLE - RELIABLE - RETROFITABLE



FOR AN A/B SIZE POWER SHIP:

* CYLINDER IS 5/16" O.D. BRASS TUBING WITH THE LENGTH SIZED TO THE FUSELAGE DEPTH.

* PISTON IS 9/32" O.D. ALUMINUM TUBING WITH THE LENGTH SIZED SHORTER THAN THE CYLINDER SO ADJUSTMENT SCREW WILL DROP BELOW THE STAB IN THE BUNT POSITION.

* POWER INCIDENCE SCREW IS 10-32 NYLON.

* BUNT TRIGGER IS .053 - .062 MUSIC WIRE (.046 MAY NOT HAVE ENOUGH TORSION SPRING CAPABILITY FOR AN A/B SHIP.)

* ADJUSTMENT SCREW THREADS ARE CREATED IN PISTON BY PUSHING A 1/4" LONG WOODEN DOWEL INTO TUBING 1/4" BELOW TOP; SECURE WITH CA GLUE THEN USE A METAL FILLED EPOXY LIKE JB WELD TO FILL THE TOP 1/4" OF TUBE. DRILL AND TAP EPOXY AND DOWEL LEAVING THREADS ONLY PARTIALLY TAPPED IN WOODEN DOWEL SO THE NYLON BOLT IS SECURED BY THREAD FRICTION FROM TURNING DUE TO VIBRATION WHILE BEING FREE ENOUGH TO TURN WHEN TRIGGER IS ENGAGED ON AIRCRAFT AND HOLDING PISTON.

MORE TO FOLLOW IN THE NEXT ISSUE OF THE INFORMER

C.I.A. O.T. & NOS GAS CHAMPS OF JULY 24-25, 1993

Winds light and variable and mighty damn hot - was the resultant weather for this years 14th CIA Regional O.T. and Nos Gas Champs. This last week of July once again found the soccer field freshly mowed and clear of the usual end zone net obstructions and between spring and fall league schedules, so we had the whole area to ourselves. W-P is still a great place to fly even with another new research building arising at the base of the eastside hill in front of the Museum Annex. Thanks again to Marty Richardson for seeing to it that WPAFB still hosts free flight each year.

Forty-eight entrants battled for (48) trophies in (16) events for (2) days under a 90° plus blazing sun and t'was much, much fun! Gib Robbins and Meredith Chamberlain with Roger Lane, Les Hallgarth, and Steve Frazier as part time aides-de-camp served religiously under the life-protecting tent canopy. Roger and Les also kept the charts for the two Saturday evening specialty events. Good show, guys! ... And now for some verbage about the show:

Roger Lane's .020 powered T-BIRD was the only 1/4A Nos Gas job to max-out in this event as max-outs were to be quite rare in all the gas events all weekend long. A pair of ZEROS by Bill Barr and Dick Rikel followed. Although the temp was hot, the little movement of air caused thermals to be too weak to support most gas engines, particularly in the Ignition engine classes and the best times were generally tallied by those models which attained the most altitude under power. The lighter rubber models seemed to have less difficulty in posting multi-maxes.

Elmer Jordan took the A/B O.T. Fuselage Gas event with a relatively low total time of 280 seconds with a Forster 29 powered DODGER. Harry Murphy's new SO LONG and Gene Bowers' CABRULER struggled along to place 2nd and 3rd respectively. The new Early 1/2A Nos Gas event was also without a max-out as Bill Hale's OK Cub powered 1/2A ZEEK pulled up 30 seconds short of the sought-after 360 magic number. Nos Gas Ignition faired no better with "Fleet-footed Floyd" Miller's '47 ZEEK 277 missing the max-out ring by 9 seconds. In B/C Nos Gas, the engines got noisier and the models got higher as Denny Dock posted a fourth flight - a 3 second edge over Bill Hale as an enlarged Y-BAR (OS .29) clipped an enlarged 440 ZEEK (Fox .201). These two posted the only max-outs with Keith Fulmer's ZEEK 600 (Dooling .29) a little short of a 3 max total, but logging 3rd position.

Bill Jackson's CASANO posted big numbers in topping the Small O.T. Rubber Stick field of (13) entrants. Lou Willis and Joe Williams were a couple of hundred seconds behind in the scoring in 2nd and 3rd respectively. It was notably a bad day for GOLLYWOCKS as none of these popular flying machines made the top three finish list for a change. O.T. HLG completed the first session card of events, but did record a first place tie which prompted a flyoff with Senior Age Zack Dock besting Phil Sullivan for honors. Jr. age Jeff Dock placed third.

A rather burned-out and energy-sapped foursome of Bill Hale, Gene Bowers, Floyd Miller, and Harry Murphy participated in the two evening special events which took on a more-or-less "Let's get it over with and get out of the heat" atmosphere as (4) POWERHOUSE 45's and (3) Megow RANGERS logged three official flights apiece in 1/2A FF Antique and the Slag Engine event post haste. Gene Bowers and Bill Hale won the events respectively, then, it was quickly off to the showers to wash off the grease, grime, and salt.

Sunday's weather was to be a repeat, but with a light southerly breeze forcing a new launching site to south of the cross-field fence onto the main runway. Harry Murphy topped a field of (20) entrants to capture the 1/2A Nos Gas honors with a sub max-out total. His ZEEK 240 edged Bill Hale's and Gene Bowers' T-BIRDS - a feat which was relayed to T-BIRD designer Russ Hansen when he phoned by-chance the following evening. (You should smile more, Russ - Ha!)

The .020 Replica event also interested (20) entrants with Bill Barr's diminutive PLAYBOY, SR accomplishing the single max-out with Bill Hale's STRATO STREAK and Gene Bowers' KERSWAP in pursuit. Ted Dock and Harry

Murphy posted the second first place tie of the weekend in the A/B O.T. Pylon event with an O&R .29/KERSWAP and an O&R .19/RANGER respectively. Latecomer to the O.T. scene was Gil Morris and his O&R .23 sideport powered KERSWAP (what else!). It is interesting to note that there were "three" contestants competing who were flying model designs which they created themselves nearly 50 years ago. Gil was one, Jack Greene and his "GREENE HORNETS" were another, plus Frank Heeb and his rubber powered WREN. Interesting, eh what?

Harry Murphy's high climbing O&R .33/Comet ZIPPER fell (6) seconds short of (4) maxes to win O.T. Class C Pylon with no help from any thermal activity. Warren Weisenbach also maxed out with an ALERT for second spot. Dan Harshman flew a seldom-seen HEP CAT powered by a fine-running Madewell 49 to third position. Keith Fulmer's OS .15/RAMROD 432 defied the trend of sooner-or-later sub-par flight times by posting (7) maxes plus in A Nos Gas whereas Denny Dock's SUPER FLASH and third place Gene Bowers' T-BIRD failed to catch-up to the fabled 3-max level.

O.T. Rubber Fuselage jumped from (5) entries last year to (14) in this session as the R.O.G. requirement was eased a bit for the rheumatic and arthritic by using a card table for a launch pad. Larry Willis' Lanzo DUPLEX won with a (4) max effort with Bill Jackson and Guy Scott in pursuit. Larry also took Large O.T. Rubber Stick with a (5) max posting with parts of the same "DUPLEX" also followed by Bill Jackson and then with Marty Richardson in 3rd.

By 3 P.M. it appeared nearly all were burned-out or sunburned enough to call it quits so the last hour was generally spent packing up or cooling off in air-conditioned vehicles prior to the distributing of the final session awards. It was another really good meet with lotsa fun, flying, and fellowship. Bob Placier was "Queen-for-a-day" because of his picture appearing on the cover of the current issue of Model Aviation magazine. I even got him to sign my copy. Bob sez, "I love that recognition!" Ha! See you next time! ....HSM

"Le Summation"

1/2A FF Antique (4)

1.	G.Bowers	POWERHOUSE 45"	288
2.	B.Hale	POWERHOUSE 45"	256
3.	H.Murphy	POWERHOUSE 45"	250
	F.Miller	POWERHOUSE 45"	-

Slag Engine (3)

1.	B.Hale	RANGER/Rogers 29	256
2.	H.Murphy	RANGER/Rogers 29	199
3.	G.Bowers	RANGER/Thor 29	171

Early 1/2A Nos Gas (8)

1.	B.Hale	ZEEK 176/OK.049X	330
2.	H.Murphy	ZEEK 176/OK.049X	314
3.	B.Barr	½ WILD GOOSE/OK.049	256
4.	G.Bowers	ZEEK 176/OK.049	200
	D.Boyer	ZEEK 176/OK.049	-
	D.Dock	PROVINCIAL/OK.049	-
	L.Hallgarth	ZEEK 176/OK.049	-
	F.Miller	HO-BOY/Wasp	-

Ignition Nos Gas (5)

1.	F.Miller	'47 ZEEK/Arden 199	351
2.	H.Murphy	'47 Phoenix/O&R 29	342
3.	G.Bowers	'47 ZEEK/Arden 199	288
4.	B.Hale	'47 ZEEK/Arden 199	285
5.	B.Prensky	S'HEAD,JR/Hornet 19	174

1/4A Nos Gas (17)

1.	R.Lane	T-BIRD	440
2.	B.Barr	ZERO	347
3.	R.Rikel	ZERO	328
4.	La.Willis	HAPPY DAYS	323
5.	J.Haught	SPACE WAMP	312
6.	L.Hallgarth	RANGER	308
7.	D.Dock	TEXAN	306
8.	G.Bowers	T-BIRD	303
9.	B.Hale	ZEEK	299
10.	H.Murphy	KERSWAP	291
11.	J.Greene	GRN HORNET	236
12.	R.Kloss	ZERO	204
13.	E.Jordan	ZEEK	194
14.	S.Frazier	T-BIRD	182
15.	B.McLellon	POGO	46
	F.Miller	T-BIRD	-
	B.Prensky	SWAT	-

O.T.Hand Launch Glider (9)

1.	Z.Dock	?	266
2.	P.Sullivan	VARTANIAN	245
3.	Jf.Dock	?	214
4.	B.Larsh	HUGELET	206
5.	La.Willis	HUGELET	191
6.	B.Jackson	?	179
7.	Jn.Dock	?	90
8.	M.Whittemore	OBARSKI	78
	D.Dock	ZAIC	-

1/2A Nos Gas (20)

1.	H.Murphy	ZEEK 240/Hornet 049	329
2.	B.Hale	T-BIRD/Hornet 049	322
3.	G.Bowers	T-BIRD/Hornet 049	309
4.	B.McLellon	SPACER/Space Bug	288
5.	B.Reuter	STRA.STREAK/Cox 049	260
6.	R.Hopkins	SPACER/Cox 049	195
7.	E.Jordan	ZERO/Hornet 049	190
8.	R.Rikel	ZERO/Cox 049	189
9.	N.Poti	T-BIRD/Cox 049	166
10.	B.Prensky	SWAT/Hornet 049	162
11.	K.Fulmer	RAM ROD/Hornet 049	120
12.	J.Haught	RAM ROD/Hornet 049	78
13.	S.Myers	SPACER/Hornet 049	73
	F.Miller	T-BIRD/Hornet 049	-
	J.Greene	GRNE.HORNET/Cox 049	-
	La.Willis	HAPPY DAYS/Cox 049	-
	B.Goodnow	EUREKA/Hornet 049	-
	D.Dock	SUPER FLASH/Cox 049	-
	L.Hallgarth	T-BIRD/Hornet 049	-
	B.Barr	RAM ROD/Cox 049	-

B/C Nos Gas (13)

1.	D.Dock	Y-BAR/OS 29	474
2.	B.Hale	ZEEK 440/Fox 201	471
3.	K.Fulmer	ZEEK 600/Dooling 29	343
4.	B.Goodnow	EUREKA/K&B 29	325
5.	B.Prensky	SWAT 650/OS 35	306
6.	E.Jordan	FUBAR 650/Fox 35	77
	B.Larsh	SPACER/K&B 29	-
	La.Willis	HAPPY DAYS/OS 35	-
	B.Placier	SUPR FLASH/K&B 23	-
	J.Keppler	PASLER/K&B 23	-
	J.Greene	T-BIRD/K&B 23	-
	G.Bowers	T-BIRD/K&B 29	-
	H.Murphy	ZEEK 397/Fox 201	-

A Nos Gas (14)

1.	K.Fulmer	RAM ROD 432/OS 15	789
2.	D.Dock	SUPER FLASH/OS 19	352
3.	G.Bowers	T-BIRD/OS 15	314
4.	B.McLellon	ZEEK 297/Cox 15	310
5.	B.Goodnow	EUREKA/OS 15	271
6.	B.Prensky	EUREKA/OS 15	120
7.	S.Myers	SPACER/Hornet 051	73
8.	B.Hale	T-BIRD/OS 15	55
	J.Greene	T-BIRD/K&B 19	-
	E.Jordan	RAM ROD 600/K&B 19	-
	H.Murphy	ZEEK 297/OS 09	-
	L.Hallgarth	T_BIRD/Hornet 051	-
	B.Barr	EUREKA/OS 19	-
	J.Keppler	PASLER/Veco 19	-

O.T. Class C Pyl/Fuse (8)

1.	H.Murphy	ZIPPER/O&R 33	474
2.	W.Weisenbach	ALERT/Forster 35	393
3.	D.Harshman	HEP CAT/Madewell 49	329
4.	B.Edlestein	ALERT/ ?	278
5.	T.Dock	KERSWAP/O&R 33	120
6.	E.Jordan	SAILPLANE/O&R 60FRV	72
	B. Prensky	ALERT/K&B 32	-
	S.Myers	BUZZARD/O&R 60	-

.020 Replica (20)

1.	B.Barr	PLAYBOY,SR	398
2.	B.Hale	STRATO STREAK	348
3.	G.Bowers	KERSWAP	340
4.	R.Lane	INTERCEPTOR	317
5.	D.Dock	KERSWAP	274
6.	B.Reuter	STRATO STREAK	206
7.	J.Greene	PLAYBOY,SR	192
8.	H.Murphy	KERSWAP	190
9.	R.Hopkins	INTERCEPTER	162
10.	T.Keppler	FOO-U-TOO	159
11.	L.Hallgarth	RANGER	89
12.	F.Heeb	STRATO STREAK	66
13.	S.Myers	STRATO STREAK	62
	J.Keppler	STRATO STREAK	-
	R.Rikel	STRATO STREAK	-
	T.Dock	KERSWAP	-
	D.Boyer	KERSWAP	-
	F.Miller	KERSWAP	-
	La.Willis	KERSWAP	-
	E.Jordan	INTERCEPTOR	-

Small O.T. Rubber Stick (13)

1.	B.Jackson	CASANO	720
2.	Lu.Willis	KORDA	515
3.	J.Williams	CASANO	500
4.	T.Keppler	GOLLYWOCK	352
5.	F.Heeb	WREN	341
6.	R.Hopkins	GOLLYWOCK	321
7.	J.Voorhees	FIREFLY	305
8.	La.Willis	KORDA	120
9.	J.Nolin	GOLLYWOCK	117
10.	R.Lane	GOLLYWOCK	91
11.	J.Keppler	TRACKER	66
	B.Prensky	GOLLYWOCK	-
	J.Macay	KORDA	-

O.T. Rubber Fuselage - ROG (14)

1.	La.Willis	DUPLEX	540
2.	B.Jackson	?	368
3.	G.Scott	KORDA	359
4.	J.Macay	CLASSIC	347
5.	F.Heeb	JABBERWOCK	344
6.	W.WEISENBACH	KORDA	206
7.	J.Keppler	KORDA	114
8.	M.Whittemore	CA CHAMP	111
9.	B.Barr	PACIFIC ACE	88
10.	Z.Dock	?	74
	Lu.Willis	CHALLENGER	-
	T.Keppler	DYNAMOE	-
	J.Williams	KORDA	-
	B.McLellon	VICTORY	-

Large O.T. Rubber Stick (8)

1.	La.Willis	DUPLEX	720
2.	B.Jackson	?	360
3.	M.Richardson	REID HULL	348
4.	T.Keppler	SMITH	293
5.	G.Scott	CLIMBER	187
6.	J.Macay	STICKLER	120
7.	J.Williams	CLIMBER	95
	Lu.Willis	STICKLER	-

O.T. Class A/B Pylon (11)

1.	H.Murphy	RANGER/O&R 19	340
1.	T.Dock	KERSWAP/O&R 29	340
3.	G.Morris	KERSWAP/O&R 23SP	243
4.	W.Weisenbach	ALERT/Forster 29	328
5.	E.Jordan	ZIPPER/O&R 29	312
6.	G.Bowers	RANGER/O&R 19	307
7.	D.Boyer	ZIPPER/DeLong 30	171
8.	B.Edlestein	ALERT/ ?	164
9.	D.Harshman	ZIPPER/K&B 29	102
	L.Hallgarth	PLAYBOY/O&R 23	-
	B.Prensky	ALERT/K&B 29	-

O.T. Class A/B Fuselage (6)

1.	E.Jordan	DODGER/Forster	280
2.	H.Murphy	SO LONG/O&R 23	263
3.	G.Bowers	CABRULER/O&R 23SP	243
4.	D.Boyer	DODGER /Forster	86
	B.McLellon	REQUEST/O&R 23	-
	B.Placier	BUCCANEER/O&R 23	-

CD's: Gilbert Robbins
M.K.Chamberlain

(Winter Project - cont'd)
On plans orders under $20, add $2 for S&H - over $20, plans are shipped free. They also have 3" dia. balsa wheels for the Bluebird @ $5.45 per pair. Add another $1 for S&H if ordering items other than plans.

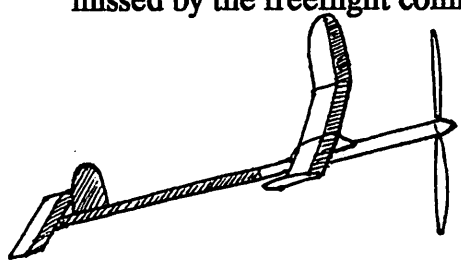
You might wish to get the O.T. Model Supply catalog first, if you need other accessory items like prop blanks, bearings, nose plugs, etc. Just send $2 for the catalog, and it will come PDQ! John Pond's O.T. Plan Service also peddles the same plans, but pricing is different, and of course they sell no accessories.

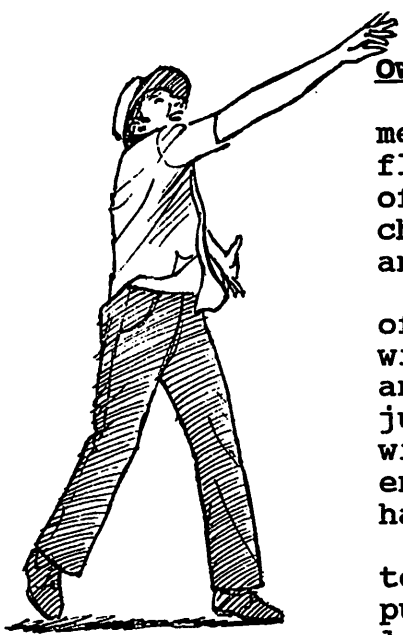
See ya on the launch pad! - HSM

Deceased:

The CIA Joins the COFFC in mourning the recent death of **Palmer Fultz** of Columbus, OH. Palmer was a noted flyer of yesteryear and his name appears on the event roster of a number of the pre-war NATS. Our condolences to friends and family.

Also, it was quite shocking to hear of the sudden passing of noted Texas modeler, **Jim Summersett.** A former control line speed enthusiast as well as a current active freeflighter, Jim was the producer of the recent "Texas Timer" line of fine fuel shutoff products. He will be sorely missed by the freeflight community.





Ow - Wee! That Smarts! by Murph

During the late afternoon of the final day of the COFFC meet at the Muncie site, the list was that of which a free flighter dreams - wind drift nil, huge rocks thermal right off the roadside, butterflies can't land even with drag chutes, D-Ting models land on their launcher's tool boxes, and all the like cliches!

Anyway, Dick Covalt's big Pearl came gliding into a line of parked cars with its sights zeroed in on Larry Willis' windshield. Amid the normal cries of "heads up", "catch it" and whatever - Gib Robbins made a leaping one-handed catch just in front of the vehicle and saved the model and the windshield. But in doing so, the long prop shaft on the engine broached a very neat 1/4" hole into the palm of his hand, taking out all of the flesh clear to the hard stuff!

A following trip to the hospital emergency room begat a tetanus shot and an irrigation job. The doc declared it a puncture wound, no stitches - because there wasn't any meat left with which to sew the hole shut!

The moral of this story is to be careful where you grab a descending model under like circumstances, as the "savior" could become the "injured party" as in this instance. Those APC props have edges and tips as sharp as #11 X-Acto blades, too, so stay away from those front ends, guys & gals! Safety First - as Safety Second might hurt like hell!

COFFC August 21-22/93 Contest Box Scores

Elect/P-30/Coupe

1.	R.Lane	241
2.	V.Wicks	210
3.	J.Richmond	206

PeeWee 30

1.	E.Jordan	2400
2.	D.Boyer	2036
3.	H.Murphy	1309

OHLG

1.	P.Sullivan	165
2.	R.Larsh	119
3.	R.Lane	71

.020 Replica

1.	D.Dock	447
2.	H.Murphy	336
3.	L.Willis	282

A/B Gas

1.	N.Poti	900
2.	R.Perkins	744
3.	G.Robbins	741

A1/A2 Towline

1.	W.Weisenbach	595
2.	J.Haught	515
3.	W.Reuter	61

Mulvi Rubber

1.	J.D.Williams	1147
2.	J.Macay	1106
3.	L.Willis	486

ABC OT Pylon/Cabin

1.	H.Murphy	424
2.	W.Weisenbach	315
3.	R.Edelstein	312

Jr. OHLG

1.	W.Reuter	166
2.	M.Richmond	55
3.	R.Haught	34

C/D Gas

1.	G.Morris	877
2.	G.Scott	871
3.	R.Perkins	717

OT Stk/Cab Rubber

1.	J.Williams	540
2.	L.Willis	516
3.	T.Dock	342

Jr. A1/A2

1.	J.Reuter	127
2.	W.Reuter	108

ABC NosGas

1.	E.Jordan	360
2.	R.Placier	265
3.	R.Edelstein	239

1/2A Gas

1.	J.Haught	360
2.	S.Frazier	345
3.	G.Robbins	335

Jr. 1/2A Gas

1.	J.Reuter	323
2.	W.Reuter	107

1/2A NosGas

1.	H.Murphy	455
2.	E.Jordan	314
3.	D.Dock	274

HH Cata Glider

1.	P.Sullivan	247
2.	J.Richmond	216
3.	W.Reuter	210

Jr. HH Cata Glider

1.	W.Reuter	130
2.	M.Richmond	97
3.	J.Reuter	67

Intra-Cities Meet Box Score (July 10-11 1993, Muncie IN)

F1B

1	G.Nowak	1320
2	J.McClasham	1276
3	C.Matsuno	1251
4	J.Brooks	1231
5	T.Jones	1169
6	T.Ieorger	1133
7	J.Williams	1002
8	E.Konefes	943
9	C.Jones	940
10	R.Ioerger	929
11	J.Macay	925
12	B.Brown	856
13	J.Frebis	804
14	R.Ryan	780
15	T.Matthews	773
16	P.Crowley	624
17	C.Ackerley	540
18	D.Zabelka	332
19	R.Jahnke	229
20	M.Richardson	0

F1A

1	A.Barron	1143
2	C.Markos	1067
3	J.Thornberry	990
4	R.Sifleet	975
5	A.Schlossberg	951
6	J.Grasmeyer	903
7	R.MacCleery	787
8	R.Klipp	616
9	W.Shailor	551
10	A.Italiano	482

F1H

1	W.Schlarb	488
2	R.Ioerger	436

F1J

1	K.Fulmer	586
2	G.Robbins	584
3	S.Frazier	539
4	H.Murphy	323
5	D.Gauthier	0

F1G

1	C.Markos	580
2	D.Zabelka	525
3	C.Jones	246
4	E.Konefes	240
5	G.Nowak	240
6	J.Williams	192
7	C.Matsuno	0

F1C

1	N.Poti	1671
2	R.Sifleet	1530
3	G.Morris	1471
4	R.Gutai	1350
5	K.Phair	1340
6	D.Chesson	1161
7	C.Stiles	1161
8	H.Brodersen	1147
9	E.Keck	517
10	D.Mateer	316

Results: Jim and Dale's Excellent Adventure II
WPAFB, May 22-23, 1993

.010 Nostalgia

1	Bill Hale	2630
2	Bill Barr	2190
3	Jim Haught	1830

ABCD Gas

1	Joe Mekina	350

P-30/Elec/Coupe

1	Don Jenkins	293
2	Roger Lane	285
3	Bill Barr	263

A-1/A-2 Nordic

1	Jim Haught	451
2	Bill Shailor	435
3	Bill Barr	342

F1J

1	Gil Morris	479
2	Joe Mekina	268
3	Keith Fulmer	240

1/2A Nostalgia

1	Elmer Jordan	63
2	Bill Reuter	34

ABC Nostalgia

1	Hank Nystrom	360
2	Bill Hale	347
3	Keith Fulmer	345

1/2A Gas

1	Keith Fulmer	688
2	Gil Morris	553
3	Harry Murphy	419

1/4A Rep/Nos

1	Roger Lane	428
2	Larry Willis	337
3	Bill Barr	326

Open Rubber (J)

1	Jon Reuter	45
2	Billy Reuter	43
3	Robby Haught	36

Open Rubber (S-O)

1	Joe Williams	540
2	Larry Willis	494
3	Joe Mekina	342

Pee Wee 30

1	Hank Nystrom	2400
2	Elmer Jordan	2276
3	Shel Myers	2266

HLG (J)

1	Billy Reuter	94
2	E. Jackson	37
3	Robby Haught	36

HLG (S-O)

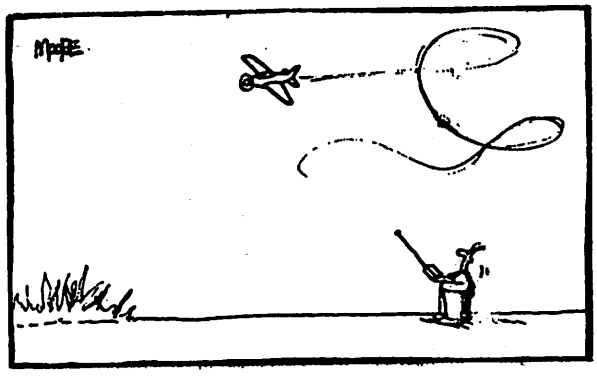
1	P. Sullivan	301
2	Joe Mekina	177
3	Roger Lane	130

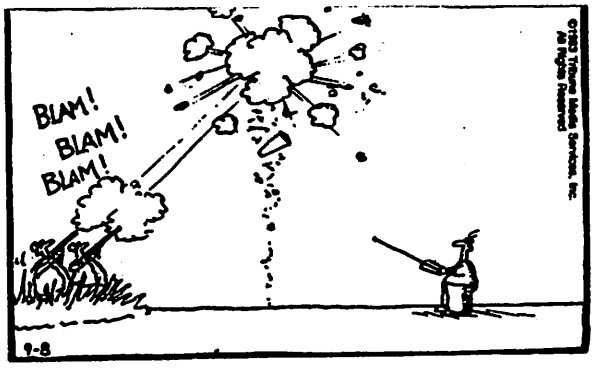
HH Catapult (J)

1	Billy Reuter	65
2	J. Jackson	58
3	K. Jackson	54

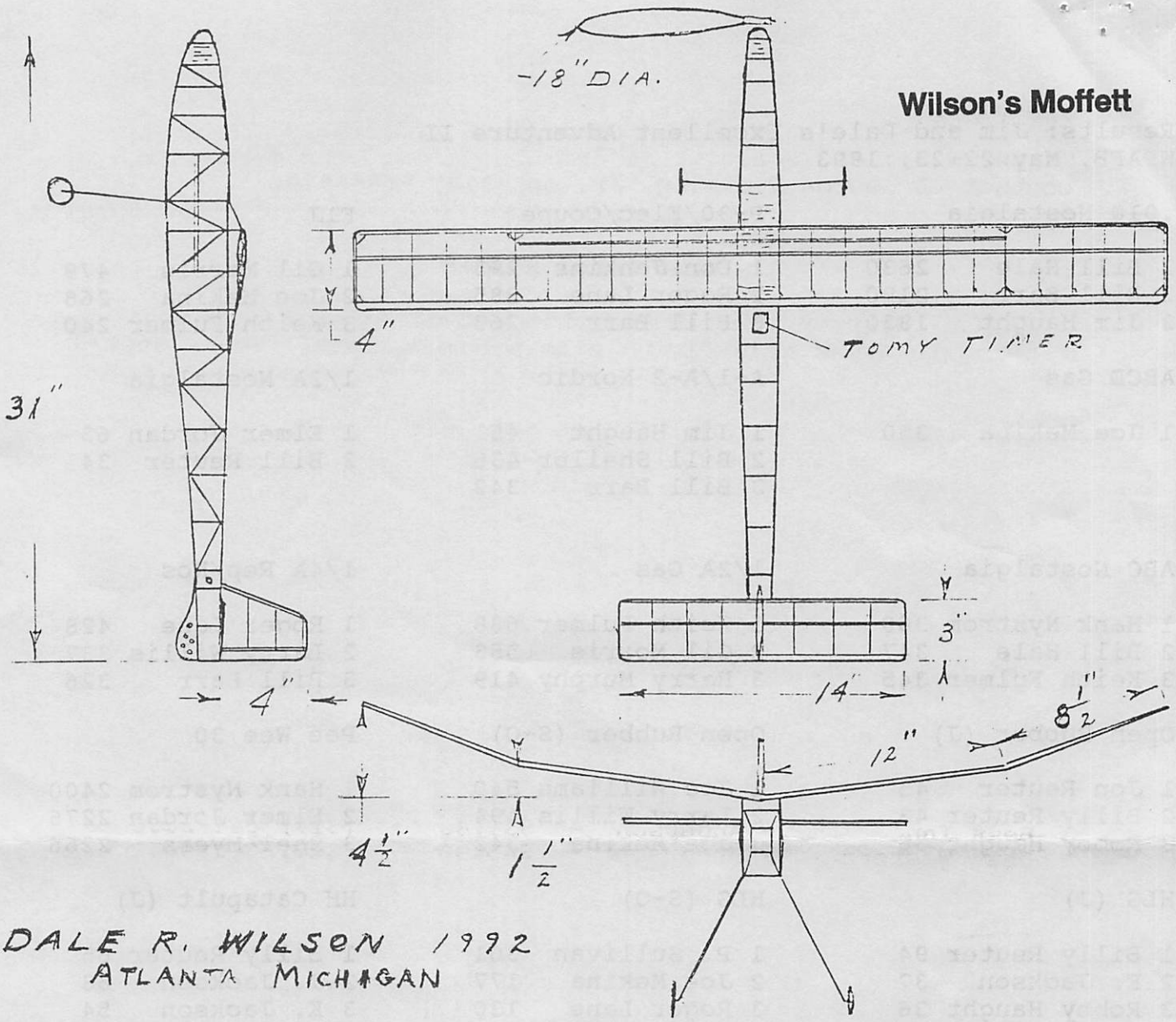
HH Catapult (S-O)

1	Bill Barr	112
2	Roger Lane	89
3	Phil Sullivan	89





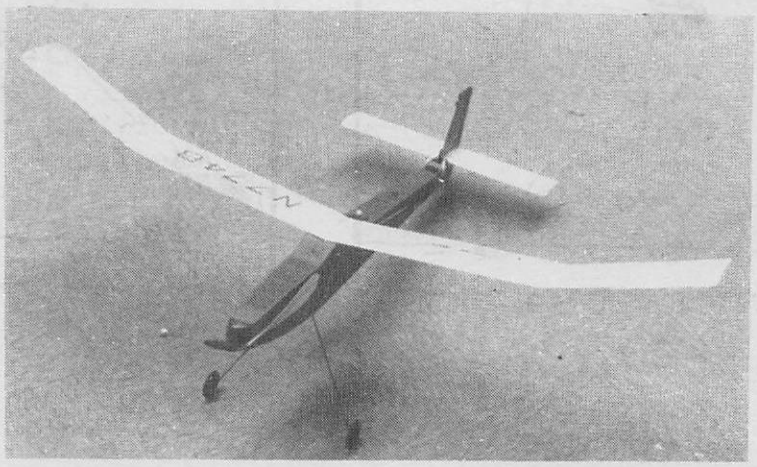
Wilson's Moffett



DALE R. WILSON 1992
ATLANTA MICHIGAN

WING SPAN 39.75"
WING PROJ. AREA 159 □"
STAB AREA 42 □"
FUSELAGE O.A.L. 31"
CROSS SECTION 6.5 □"

MODEL WEIGHT 89 GRAMS
RUBBER WEIGHT 40 GRAMS
8 STRANDS OF
1/4" 32" LONG



For those interested in attending the IMAC Small Field Contest on Sunday, Oct. 10 (9A to 3P), here's the events you'll fly: Catapult Glider; Profile Scale; Embryo Endurance; Target Time; FAC Scale; P-30 and ROG Stick. For more info, contact CD George Flemming, Jr. on (312) 768-4970.

Area Motel Helper

Hank Nystrom contributed this bit of helpful info for finding future Muncie flying site accomodations. These September '93 prices were for 1 adult, AARP discounted where honored - all are plus 10% state/federal tax. Anyway, 'tis a good comparison chart for future reference: prices subject to change with seasons, conflicting affairs, and other reasons not yet dreamed up:

Holiday	- Muncie	- $42.30	- (317) 288-1911
Super 8	- Muncie	- $35.89	- (317) 286-4333
Super 8	- Daleville	- $33.19	- (317) 378-0888
Lee's Inn	- Anderson	- $46.00	- (317) 649-2500
Mark Motor Inn	- Anderson	- $25.20	- (317) 642-9966
Days Inn	- Muncie	- $38.00	- (317) 288-2311
Motel 6	- Anderson	- $24.95	- (317) 642-9023
Comfort Inn	- Anderson	- $28.66	- (317) 644-4422

Following up on Hank's efforts, here's some more:

Best Inn	- Anderson	- $31.88	- (317) 644-2000
Best Western (Sterling House)	- Anderson	- $45.90	- (317) 649-0451
Holidome	- Anderson	- $53.10	- (317) 644-2581
Signature Inn	- Muncie	- $54.00	- (317) 284-4200

No effort has been made to include small "mom & pop" type motels. A number are not so hot, so take your chances! This listing is for price comparison of the major franchise establishments only.

All Anderson motels are located at the Anderson I-69 & IN 9/109 exit, except the Mark Motor Inn, which is about 3 mi north on IN 9. All Muncie motels are on the NW side, except the Holiday Inn which is on the SE side near the AMA complex, however, accomodations there are so-so. The Daleville Super8 is the better part of halfway to Anderson on IN 67. The NW side of Muncie is about a 15 minute trek thru town. The Anderson complex is about 25 minutes west on 67, with all rural driving on excellent roads. See you at Muncie in '94! Good luck in finding a soft pillow! - HSM

(p.s. If you're pulling a camper, like Betty & Mo, we'll recommend Summit Lake State Park, north of New Castle, just off IN's 3 & 36 - about 13 miles from the Muncie site. All facilities are available, including swimming & fishing. They don't take reservations, tho. - MJW)

1993 AREA CONTEST CALENDAR

Sep	1-5	Muncie, IN	NFFS USOC/AMA FF Nats/FAC
			NFFS NosGas Champs/SAM 57
	12	Sturgis, MI	Mich State FF Meet
	18/19	Muncie, IN	CIA Annual Regional FF Meet
Oct	2/3	Lawrenceville, IL	TCAC Club Meet
	10	Cntry Clb Hills, IL	IMAC Small Field Contest
	11-15	Taft, CA	'93 SAM Champs
	16/17	WPAFB OH	Fall Practice Sessions
Nov	7	Columbus OH	MECA Collecto

The **INFORMER**

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New Palestine, IN
46163

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