CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Summer's back,
- without the colors

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

Issues # 5-6/94 September/October/November/December Price $7.50/yr



Some of his flying buddies noticed he'd been gone an unusually long time and took off looking for him, aided by a receiver that happened to be on the same frequency as Joe's! They finally spotted his location, but had to hack their way in to get him out. Joe said he couldn't have gotten out on his own, as he was totally pooped from fighting the brush! One can only guess what would've happened if no radios were in use!

Let this article be a Word to the Wise - make sure somebody knows your whereabouts, especially when flying and retreival conditions are less than ideal! (I use a multi-channel radio; one channel for the search, and the other to communicate back to a buddy.) I don't know what system Joe was using, but the manufacturer could get a lot of advertising mileage out of his testimonial! - MJW



Saved By the Beep! - by Mo

Model retrieval systems are apparently proving their worth in more ways than by just locating airplanes!

During a recent contest at Cuckoo (VA), power flyer (and Agent) **Joe Clawson** apparently "got in over his head" during a supposedly routine model retrieval. Joe had chased his model off the field into a very rough area. He eventually found the model, but got pretty deep into the brush in the process. His troubles started when he tried to come out.

It was a very hot day. (If you've ever been in the midst of head-high, lush vegetation on a hot day you know how stifling the area gets - it's frighteningly difficult to breathe, especially so as we get older!) To make matters worse, Joe was getting hung up in briars, making progress agonizingly slow. Putting it mildly, Joe was all alone and getting worried! Luckily, he'd left his model retrieval transmitter running.

TEAM SELECTION RESULTS FOR THE 1995 WC

F1A

Randy Weiler
Matt Gewain
Andrew Barron

F1B

Jerry Fitch
Dan Tracy
Louis Joyner

F1C

Gil Morris
Roger Simpson
Mike Achterberg

180 (SCATTER SEPTEMBER 1994)

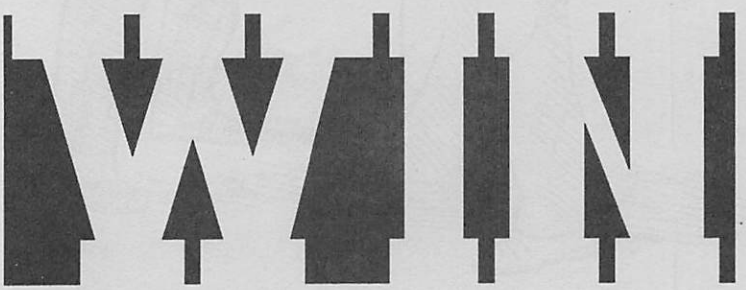
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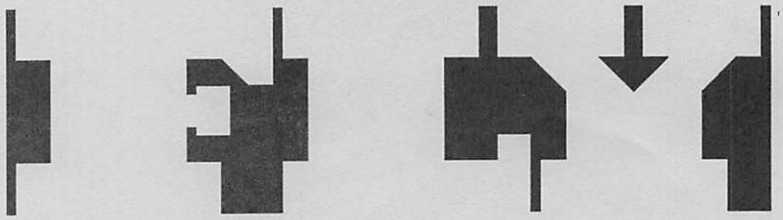
420

540

660

and on it goes.





Say Hi! .... to new Agents **Jay Hicks** of Orlando, FL and **Kenneth Johnston** from Kendalville, IN. Hope to see ya on a flyin' field somewhere, soon!

"Life can be so sweet, on the Sunny Side of the Vortex Street!"

An open invitation to any & all Agents ..... If you're ever near the Anderson, IN area, try to attend one of our meetings and gabfests the 1st and 3rd Mondays of the month. The meetings are held at the Anderson Airport, and get underway about 7PM.

The sho 'n tells are great! To keep the action coming, the presentation schedule is as follows:

```
Nov 7 - Roger Lane      Nov 21 - Mo Whittemore
Dec 5 - Jim Haught
Jan 2 - L.Hallgarth     Jan 16 - Bill Burgess
Feb 6 - S.Frazier       Feb 20 - Harry Murphy
Mar 6 - Dick Covalt     Mar 20 - Gerry Caldwell
Apr 3 - D.Woodbridge    Apr 17 - Guy Scott
May 1 - P.Sullivan      May 15 - M.Chamberlain
```

A Request ..... If any of our potential Banquet attendees have interesting slides to share, our '94 Banquet entertainment committee is sure interested! Contact **Phil Sullivan** (317) 643-3750 with your offerings.

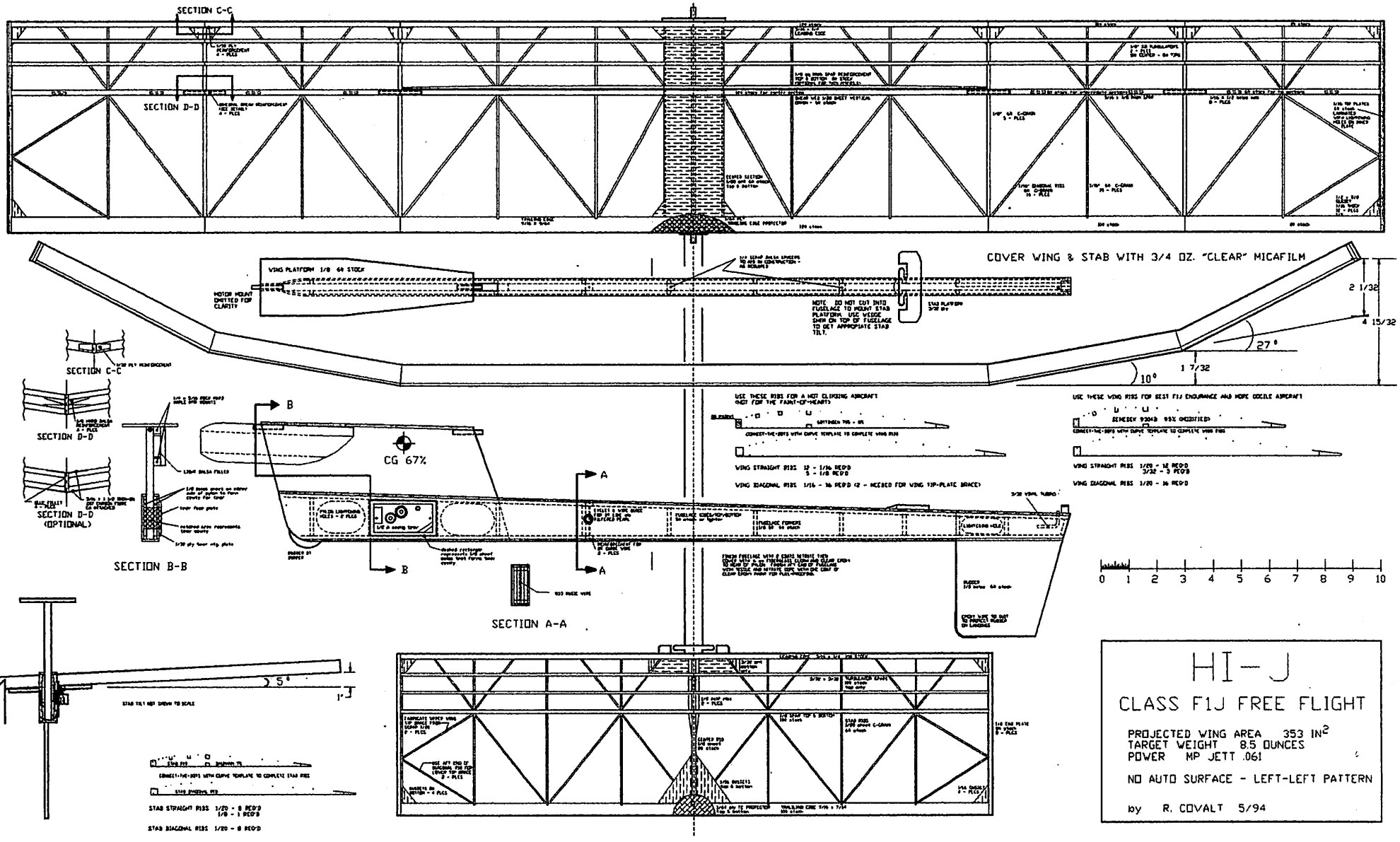
We all extend our sympathies to **Frank Sibley** upon learning of the recent death of his wife.

Be sure and scope out **Dick Covalt's** new F1J offering (*"Hi-J"*), on the facing page.

Also included in this issue are full-size plans for Ron Ewing's mini-electric *"Hummer"*. Bill Dunlop showed me one of these at the USOC. (He says make an extra effort to build it very light.) It's a real cutie!

We've taken the liberty to include the flyer for the **King Orange Internationals** for you travelers who haven't gotten in enough flying this season - or want to get an early start on '95! It's in the back of this issue, near the CIA Banquet particulars.

(* In case you haven't guessed, the reversed patterns on this page spell, "Fly. Win.")


SECTION C-C
SECTION D-D
COVER WING & STAB WITH 3/4 OZ. "CLEAR" MICAFILM
SECTION C-C
SECTION D-D
SECTION D-D (OPTIONAL)
SECTION B-B
CG 67%
SECTION A-A
HI-J
CLASS F1J FREE FLIGHT
PROJECTED WING AREA 353 IN²
TARGET WEIGHT 8.5 OUNCES
POWER MP JETT .061
NO AUTO SURFACE - LEFT-LEFT PATTERN
by R. COVALT 5/94

.... dedicated to that which has gone before.
Harry Murphy

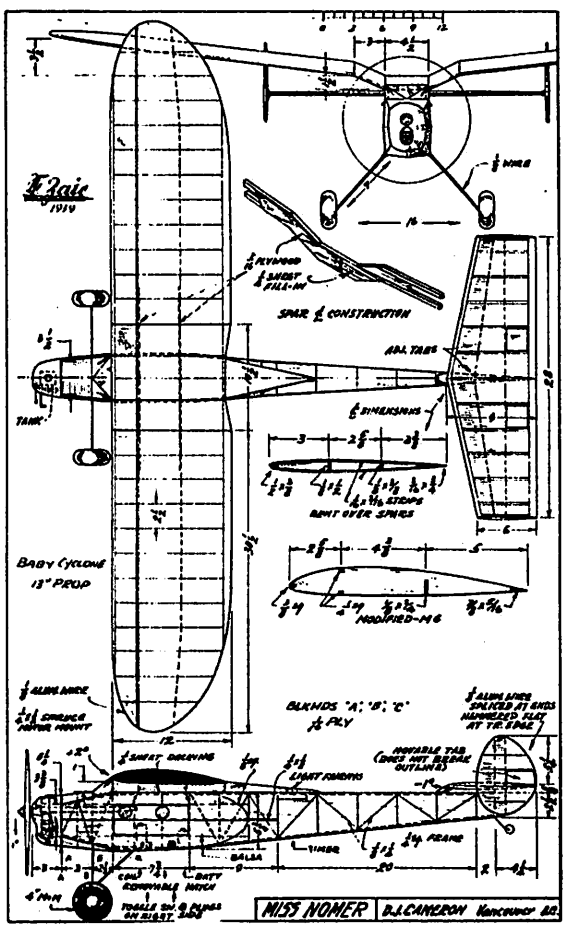
MORE ANTIQUES! - hsm

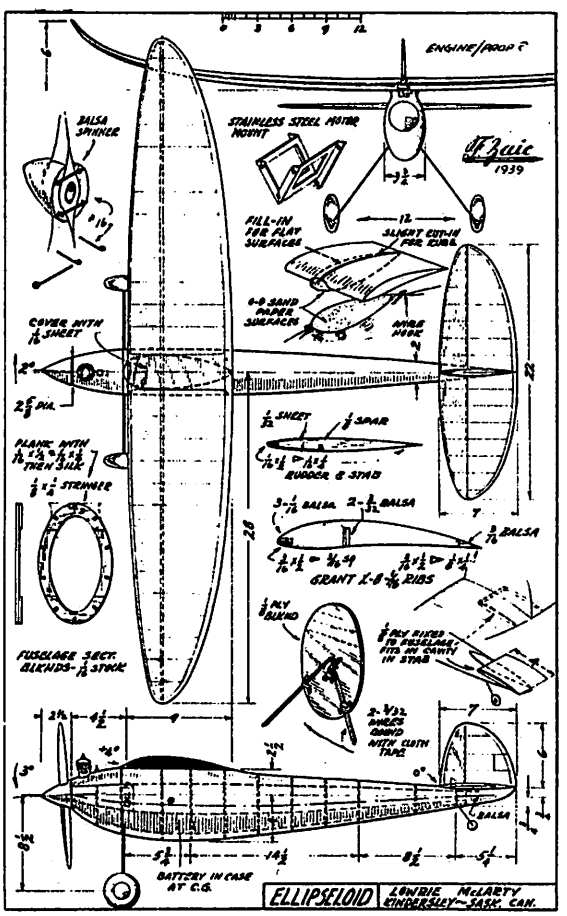
In recent years, when Frank Zaic reprinted his 1934 Yearbook, he threw-in , among other things, some of the early Jasco catalogs and 3-views of (9) designs which were slated for a 1939 Yearbook which was not printed. Eachof these 3-views carried a "F. Zaic 1939" logo. Thus S.A.M. has heretofore considered (6) of the (9) as"old timers" rather than "antiques" since apparently no formal documentation had ever been presented to suggest otherwise. Two of the (9) designs also carried 1938 designations on their 3-views, so they have already been re-classified as "antiques". A third design must have been documented as "antique" from another source. This left the other (6) designs in question.

The big question arose in my mind that if (3) of the (9) designs were really "pre-'39" even though they carried the same "F. Zaic 1939" logo as the other (6), could not all (9) be "antiques" with the logo only meaning that all designs were slated for the '39 Yearbook and not akin to their true design date? A quick inquiry to Mr. Zaic begat a "yes sir" as he testified that all of the designs were collected in early '39 and not drawn into their 3-view form until around September of that year. Thus all designs were of "pre-'39" vintage.

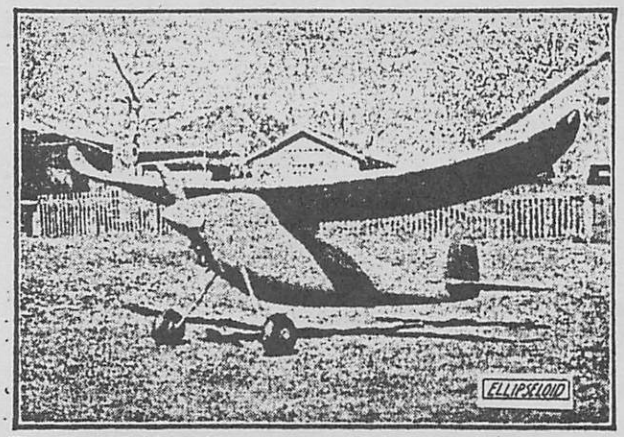
At this writing, a packet has been submitted to the S.A.M. design approval machinery accordingly. Initial feedback indicates that approval shall be forthcoming..... then, this case may be "closed" for posterity.

Begin your TYME FLYER notebook with this issue. There is more to come!

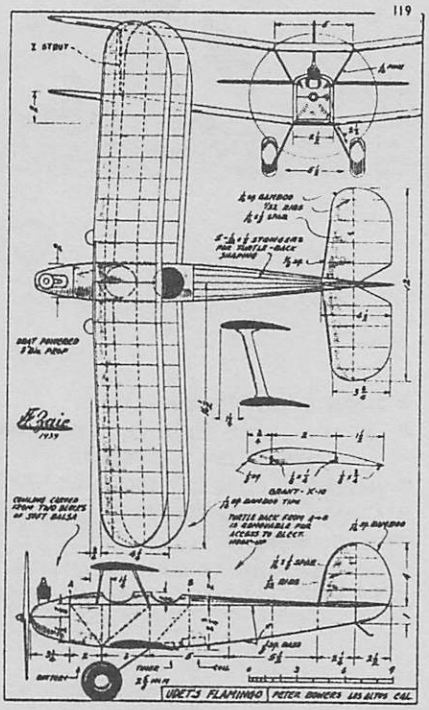


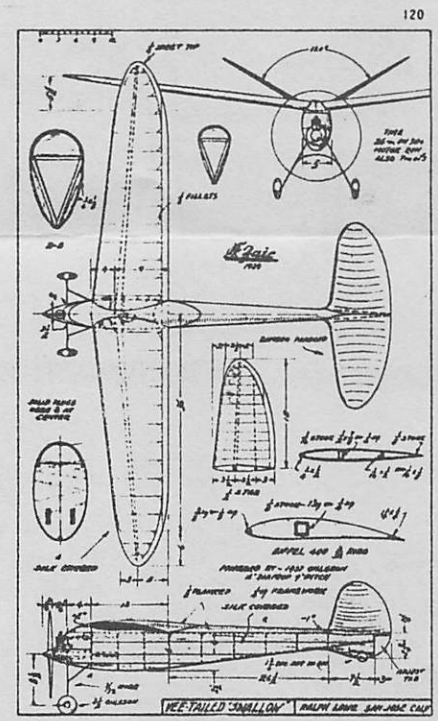


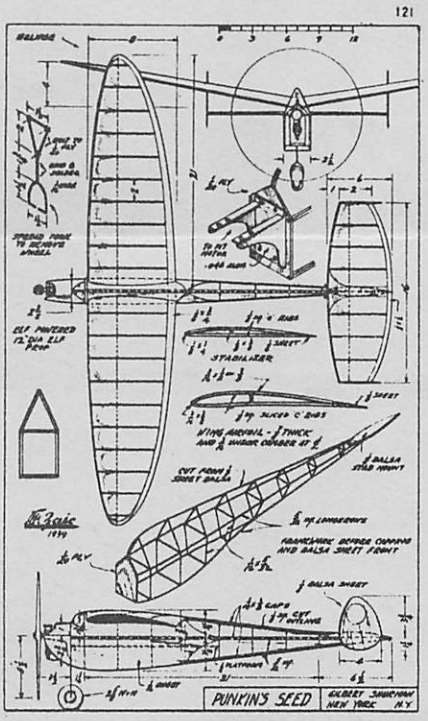
Flying Aces magazine - 11/40

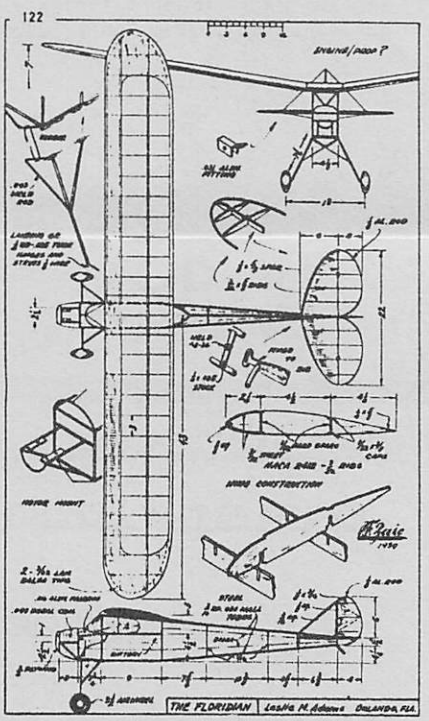


The elliptical dihedral wing of this gas job resembles the second floor of a Chinese pagoda, doesn't it? But Builder Lowrie McLarty, of Kindersley, Can., says it provides additional stability. Pre-formed wing spars built into the wing give it that shape. The model climbs swiftly and glides flat.









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A DAY TO REMEMBER - "ORR", Upchucking Over Indiana....

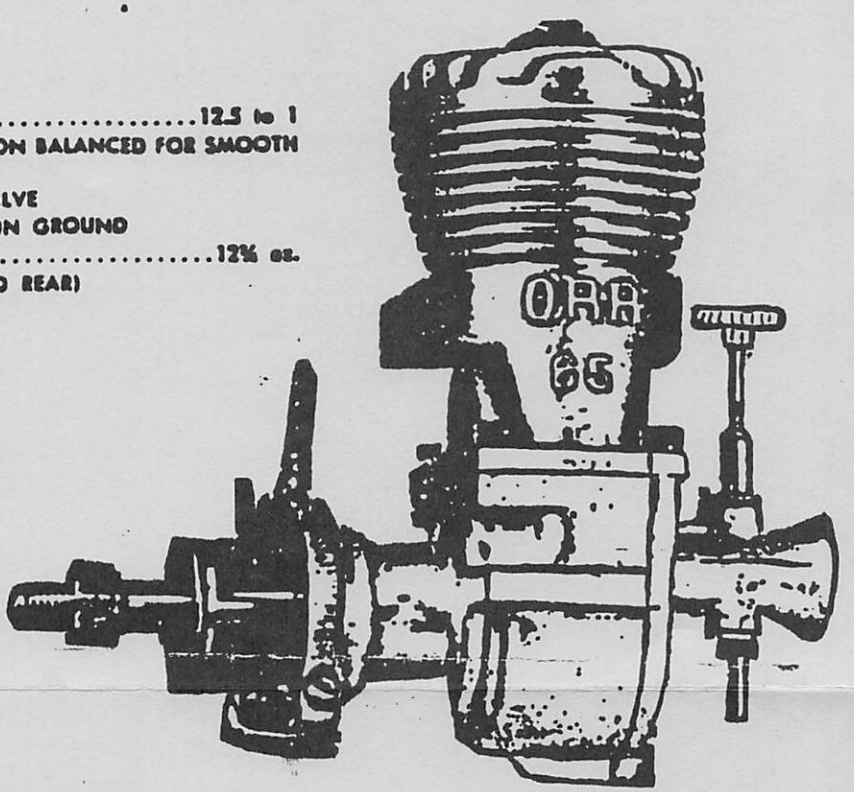
In 1949, I lost a Delong powered Korda POWERHOUSE 56 at a contest in Mishawaka, IN. The model had ventured north towards the MI stateline a few miles away and the MI State Police Post at Niles, MI had notified me that a Good Samaritan had turned it in there. My then neighbor and model building mentor, who was also a pilot, flew me up there to retrieve it. A resident modeler picked us up at the airport and drove us up to Niles. Just across the line on the west side of U.S 33 was a small neat building with a sign on it reading "ORR MFG. CO." Why this has stuck with me all these years, I do not know, but I have always wondered if this little building had been the home of the "ORR 65" model engine of 1946? At any rate, here they come again! (See next page). Would you like to hear the gory details of how airsick I got that day? Well, probably not.....

ORR "65"

Class "C" .647 cu. in.

- ★ HIGH COMPRESSION RATIO.....12.5 to 1
- ★ LIGHT WEIGHT RECIPROCATING PARTS, PRECISION BALANCED FOR SMOOTH VIBRATION-LESS POWER
- ★ INTERNAL FORCED FEED DISC TYPE ROTOR VALVE
- ★ CHROME-MOLY. SLEEVE & C.I. RINGS—PRECISION GROUND
- ★ LIGHT WEIGHT .....12¾ oz.
- ★ NEW DEPARTURE MAIN BEARINGS (FRONT AND REAR)
- ★ NEW DEPARTURE ROTOR VALVE BEARING

ALL CASTINGS MADE BY THE LOST WAX METHOD AND ARE MADE OF AIRCRAFT GRADE ALUMINUM. HEAT TREATED TO T-6 CONDITION.



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LESS SPARK PLUG

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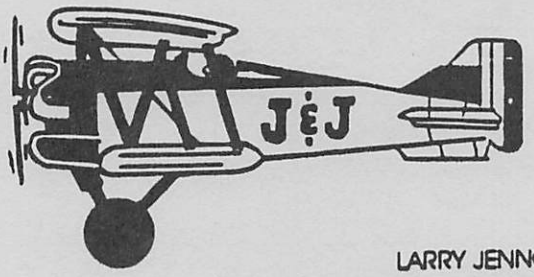
THE 1946 ORR-65 REPLICA ENGINE DELIVERY

WILL START IN DECEMBER OF '94

A DEPOSIT OF $ 100.00 IS REQUIRED WHEN

PLACING AN ORDER. BALANCE OF $195.00

DUE ON DELIVERY.



LARRY JENNO

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Las Vegas, NV 89121
(702) 731-4029

15% CHARGE ON ANY DEPOSIT IF CANCELED.

8

"Another powerplant of yesteryear is here!"

THE REVIVAL! ... a Three-Act Play by Harry Murphy

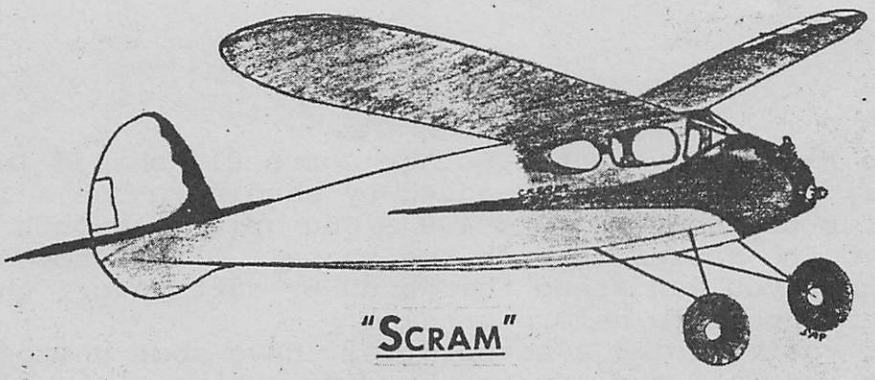
Act I - In 1971, I carted a new 84" SCRAM to the S.A.M. CHAMPS in Colorado. For some years I had read about the Unlimited Antique FF events being held on the deserts of the Far West and they intrigued me considerably. Thus, I built the 54 oz. Super Cyke powered model to compete at the '71 Denver Champs. They gave me 3/8 oz. of fuel per pound of the overall weight of the model which nearly filled the standard Cyke tank. One test flight on the SCRAM was its first ever - the second was its first official flight. The vintage Super Cyclone seemed to run forever - and in a little over 9 minutes the model was O.O.S. directly overhead - Gone! I could not believe it! I couldn't chase it for I could see absolutely nothing to chase! Big Deal! Some Event! I drove for two days just to start the engine, then throw it away? Dumb!

From this episode, I learned a few lessons as to what it takes to compete in the event - you build'em big (at least 10') and you make'em heavy so they will have a ceiling within eyesight.

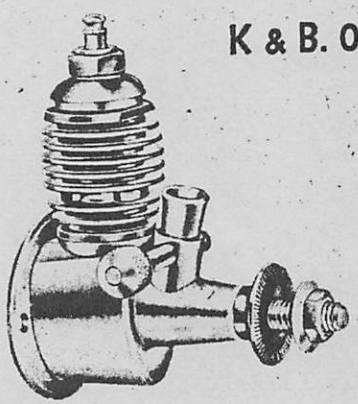
This was August - in October I rec'd a letter from a nice fellow in Denver who said he had found the model up behind Pike's Peak - 60 mi. from the launch site. EUREKA! I phoned Tim Dannels who retrieved it from the finder. He passed it on to Jim Dunkin in Kansas City who in turn brought it to the Toledo R/C Show in February where he gave it to Jim Qualtney who returned it to me - NOT the end of the story....

Act II - is just now beginning - 24 years later. The model, which has been in storage all this time, is nowbeing rejuvenated with a new stab (the original not returned - it supposedly blew away) - a new skin (original red Micafilm) - new 4" dia. wheels (original Trexlers too rotten to repair) - and a smarter pilot — who will install a Walston model finder Tx and a big red brick to insure the model won't get "losted" this time.

Act III - begins next September - once again at the SAM CHAMPS in Colorado.... See you downwind!



"SCRAM"



K & B. 049

Engines of the EARLY 1/2A NOSTALGIA GAS event:

The K&B .049 TORPEDO was an initial contibutor to the new 1/2A FF Gas event in 1949, and third in line of the 1/2A K&B Series which already included the .020 INFANT and .039 TORP JR. The handsome mini-powerplant weighed less than 1-1/2 oz. complete with underslung fuel tank, glow plug, and mounting ring with mounting holes interchangeable with the other two K&B engine sizes. Noted for E-Z start and steady running, it was sturdily built from machined bar stock. With a Bore of .406 and a Stroke of .380, it would turn between 12-14K on a supplied 6x3 Tornado prop. It also came boxed with two service wrenches for $5.95.

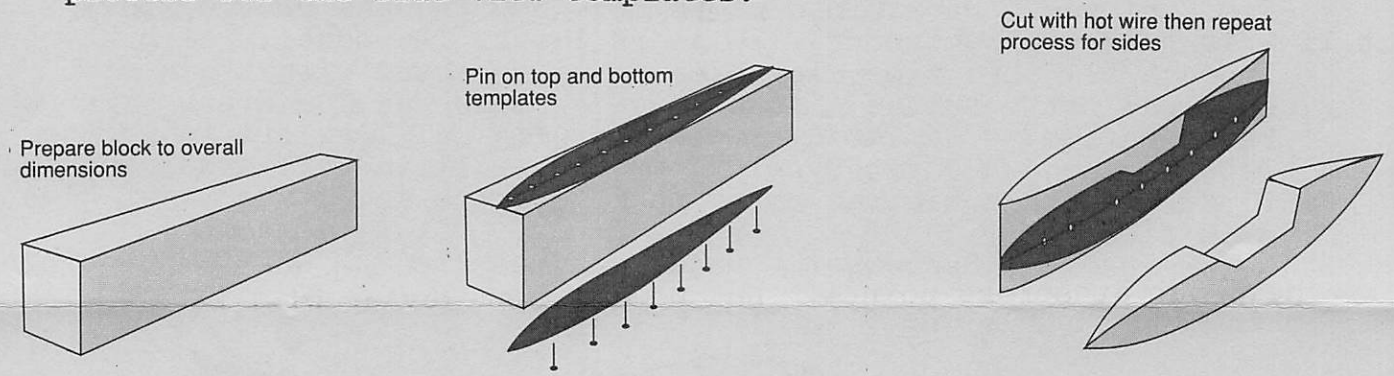
"Lost Foam" Modelling Techniques ..... by Mo

The following is excerpted from a QFI (Quiet Flight International) article by Paul Janssens. We'll describe how to quickly build lightweight, complex model shapes that would give one the shudders if they were to try it with balsa using conventional methods! An obvious application of this technique would be in Scale modeling, but I'm gonna try using it on my new Coupe! Good stuff. Here's how you make a fuselage:

Step One

First, cut the fuselage blank out of a foam block. It must be dense - about 2 to 3 #/cu.ft., sandable, and capable of being dissolved by acetone (Blue foam is perfect; Rohacell won't work.)

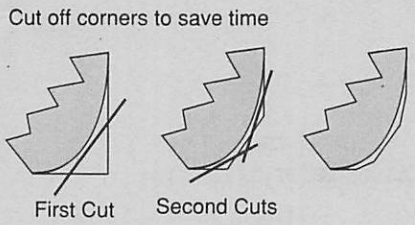
Use cardboard (cornflake boxes work well) and cut out the fuselage side & top templates - twice! Pin the top and bottom templates in place, insuring alignment. Now cut the foam (hotwire, etc.). Remove the templates and repeat the process for the side view templates.



Step Two

So far we have our fuselage correctly shaped in two dimensions, the third one is added by sanding. Use a 150 grit paper for the shaping, and 400 - 600 grit to smooth it out, after you're satisfied with the shape. (Since most fuselages are round, you can speed things up by cutting off the corners with a sharp knife before sanding.)

If you're doing a scale model, have some photos or a plastic model of the aircraft you're making. It helps to get the shape right during the sanding. Remember, this is the stage at which the final shape of the fuselage is determined.

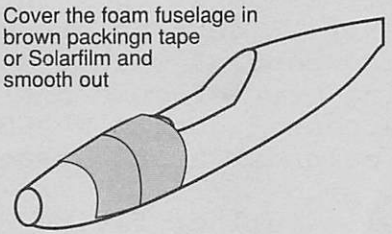


Step Three

After smoothing the entire fuselage it has to be covered with a plastic heat shrink film or brown plastic parcel tape. You can use an iron to smooth out the tape much as you would for Solarfilm. This covering is important for the following

reasons:

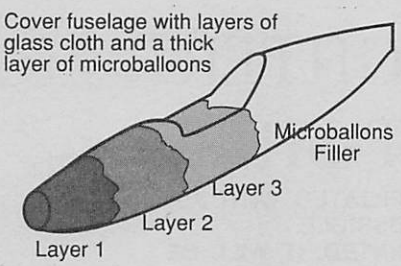
* It keeps the resin (carrier) from penetrating into the foam, keeping the final weight down.
* It gives the inside of the fuselage a smooth surface, making for easy bulkhead installation - and a non-abrasive surface for those whipping rubber motors!
* It prevents the foam mold from being dissolved during the "glassing" stage by the resin, if polyester is used.



Step Four

Now smear the fuselage with your favorite mold release - any floor wax will do.

Depending on model size, the fuselage may now be covered with one or two layers of medium weight glassfibre cloth and resin, followed by a final layer of lightweight cloth. An hour later, apply a thick coat of microbaloons & resin. (Obviously, at this step exotic materials such as kevlar or the carbon fiber family - and some not so exotic, such as tissue or silkspan - may be substituted to lighten up the system or help out at stress points. But beware that kevlar will be a pain to sand later on.)



Step Five

The next day you can cut away any excess material, and sand the fuselage to obtain a smooth surface, using a 150 grit to start with, and finishing up with 600 grit and water. (Be careful not to sand into the last layer of glasscloth or tissue!) The microballoons should give you a smooth surface.

Now remove the exposed tape and pour in some acetone to dissolve the foam. The rest of the tape can now be pulled out of the fuselage. Finishing is now just a matter of spraying up in the usual way.

Don't forget there may still be some wax inside the fuselage. If you need to glue anything inside, better rough up the surface first with sandpaper.

You'll find that this construction method opens up a whole new world, and there isn't an airframe you can't build. It might not be as much fun as working with balsa, but if you need to produce odd shapes at a good rate, this is the way to go!

THE 1995 CONTEST CALENDAR

Somewhere amongst these pages is the '95 Area Contest Calendar as best we know it at this time. The new AMA Muncie policy for scheduling contests at their facility has slowed the whole process some for FF, but the Muncie Competition folk have their own set of problems with juggling R/C and Ukie requests as well.

The on again, off again, WA State NATS is now sporting another form. R/C, U/C, and Indoor are now out there again, and Outdoor FF has been split "way out" - to be folded-in with the 5-day USOC affair of June 26-30 at Muncie.

M.A.M. is looking for a blank space to prevent the current conflict with a Bong O.T. Meet on June 11. The proximity of the S.A.M. Champs being in CO next year pushes the C.I.A. Fall Regional back into it's traditional slot on Sept. 23/24. Our one year (1994) of getting stuck with the Labor Day Weekend was enough - just "t'wasn't" too popular with the troops. Also, note that the COFFC has moved their Spring meet of June 3/4 to Muncie and a normally 2nd contest in August has disappeared due to WPAFB being overrun by soccer players and Muncie has a full calendar around that time.

Looks like you can get your belly-full of flying next season - isn't it great! Support all the meets that you can - the various sponsors do it all for us! (Anyone want this job next year - Ha!)

WHERE ARE THOSE GUYS?

I mentioned you could obtain carbon fiber tow from Barry Berman for an unbelievably low price of $6/50' in my final DURATION column in the November issue of Model Aviation. However, I failed to supply the man's address - so here 'tis - 1375 N. Broadway E-6, Escondido, CA 92026. Tell 'em "Dumb" Harry sent you. Great stuff! "Dumb-Dumb" Harry also omitted Al Lidberg's address, altho it had been repeated in the column a number of times previously. Anyway, here 'tis, also: 1008 E. Baseline Rd., Suite 1074, Tempe, AZ 85283. Chalk it up to Alzheimer's, I guess.

57th FAC FIGHTER SQUADRON T-SHIRT

FOR ALL WHO WANT TO BE AFFILIATED WITH AS MANY CLUBS (AIRPLANE-WISE) AS POSSIBLE. THIS SHIRT IS READY TO BE PRINTED. IT WILL BE GORGEOUS (6 COLORS). BUT WE ARE A SMALL CLUB. WE NEED JUST ENOUGH ADVANCE ORDERS TO BE ABLE TO GET THIS PRICE.*

$12.00 INCLUDING SHIPPING.

SEND ORDER BY DEC. 1, 1994 TO:
DAVID BARFIELD HIGH COMMANDER
GEORGIA FREEDOM FLYERS
57th FAC FIGHTER SQUADRON
2000 TROPHY DR.
MARIETTA, GEORGIA 30062

*MAKE CHECKS PAYABLE TO DAVID BARFIELD IF NOT ENOUGH ORDERS RECEIVED YOUR CHECK WILL BE RETURNED. SOME TEXT ON SHIRT MAY BE ALTERED.



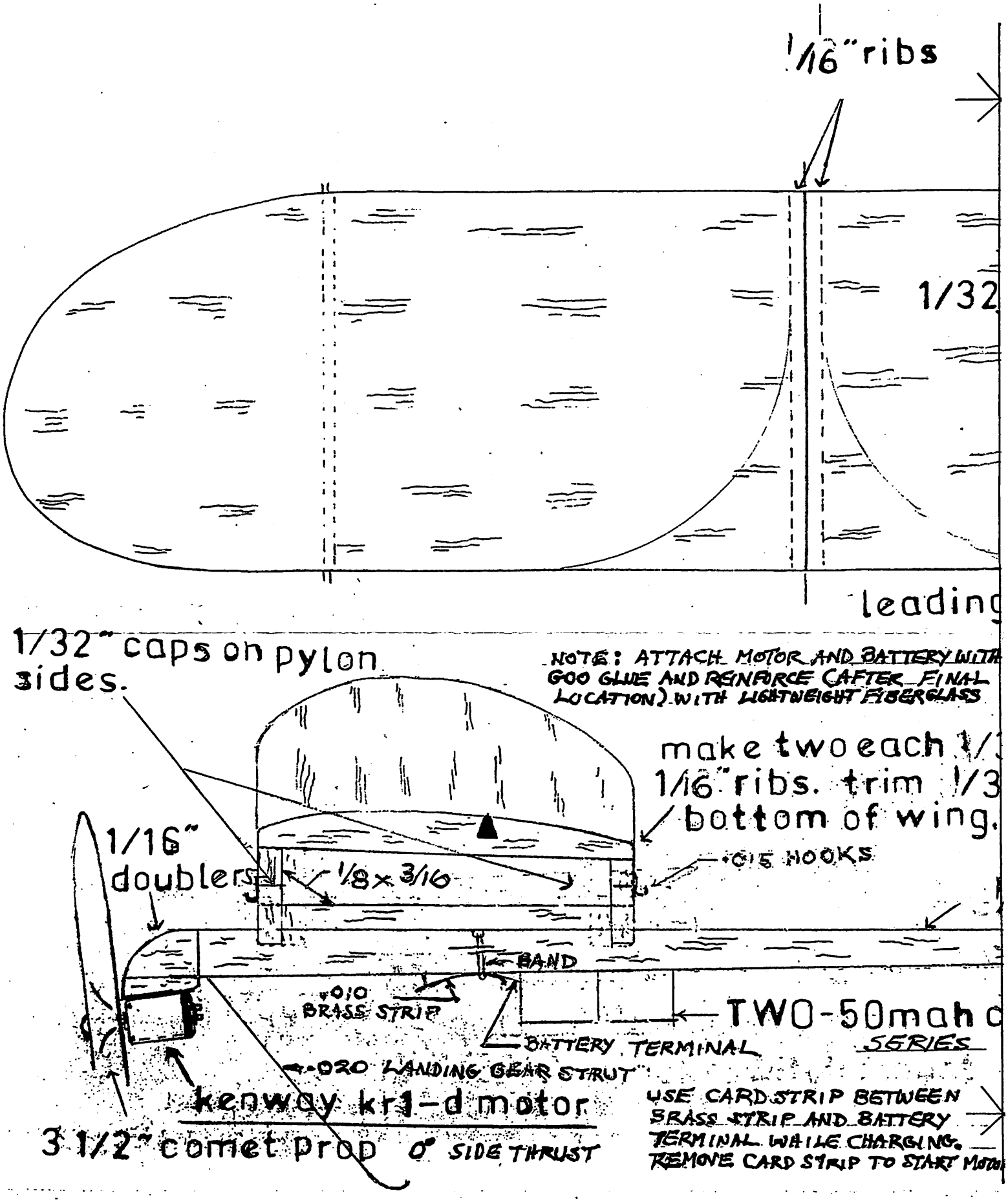
Area Contest Calendar - 1995 (Freeflight for Districts 3,6,&7)

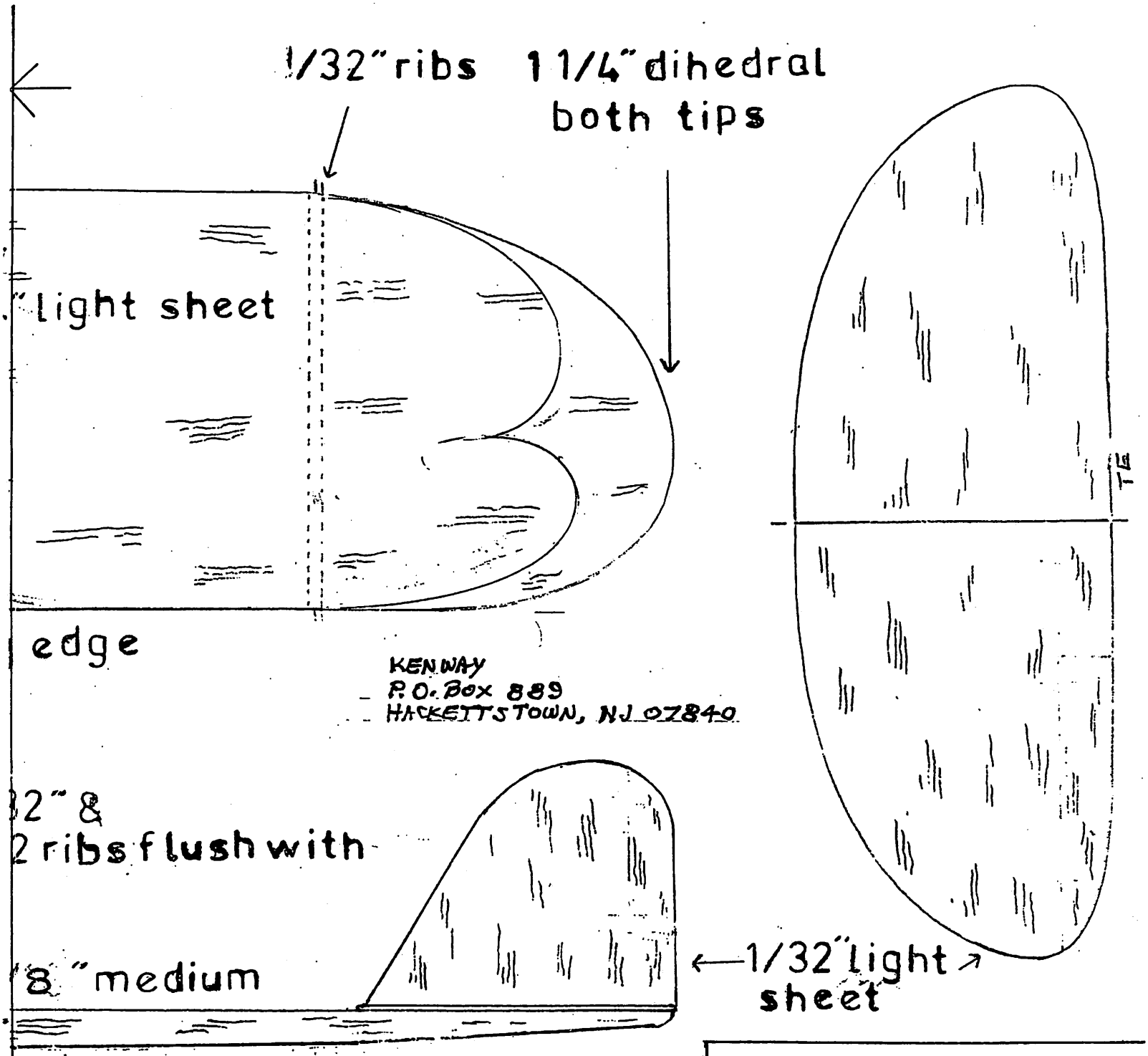
Revised on 11-14-94

Apr	7-9	Toledo, OH	R/C Show
May	6/7	* Muncie, IN	St. Louis THERMALEERS FF Meet
	7	Columbus, OH	MECA Collecto
	14	---	Mother's Day
	20/21	* Muncie, IN	The Excellent Adventure FF Meet
	27-29	---	Memorial Day weekend
Jun	3/4	* Muncie, IN	COFFC FF Meet
		Johnson City, TN	USIC
	10/11	Sturgis, MI	MAM O.T. FF Meet
	11	Bong, WI	Aeronuts Spring O.T. FF Meet
	17/18	WPAFB, OH	FFMAS FF Meet
	18	---	Dad's Day
	24/25		
	26-30	* Muncie, IN	NFFS USOC (Nos Gas Champs) and AMA Nats (FF only)
Jul	1/2		
	8/9	Bong, WI	FAI Invit. & IMAC AMA FF Meet
	8-16	Washington State	AMA NATS (R/C, CL, and Indoor only)
	15/16		
	22/23	WPAFB, OH	C.I.A. O.T. & Nos Gas FF Meet
	29/30		
Aug	5/6	WPAFB, OH	NOFFA FF Meet
	6	Bong, WI	Eagles & Pelicans FF Meet
	13	Bong, WI	Midwestern States FF Meet
	20	Bong, WI	Aeronuts Fall O.T. FF Meet
Sep	2-4	---	Labor Day weekend
	10/15	Colorado Sprgs, CO	SAM CHAMPS
	16/17		
	23/24	* Muncie, IN	C.I.A. FF Meet (AAA)
	30/ 1		
Oct	7/8	Lawrenceville, IL	TCAC FF Meet
	14/15		
	21/22	WPAFB, OH	(Practice Session)
	28/29		
Nov	5	Columbus, OH	MECA Collecto

(*) New Rules at Muncie for 1995 dictate final confirmation for Contest Dates at this site shall probably not be available until at least December.

Any comments, revisions, additions, or cancellations should be directed to: Harry Murphy - 3824 Oakwood Blvd., Anderson, IN 46011 (317) 642-7377)


1/16" ribs
1/32
leading
1/32" caps on pylon sides.
NOTE: ATTACH MOTOR AND BATTERY WITH GOO GLUE AND REINFORCE CAFTER FINAL LOCATION) WITH LIGHTWEIGHT FIBERGLASS
make two each 1/
1/16" ribs. trim 1/3
bottom of wing.
1/16" doublers
1/8 x 3/16
.015 HOOKS
BAND
.010 BRASS STRIP
TWO-50mah c
SERIES
BATTERY TERMINAL
.020 LANDING GEAR STRUT
kenway kr1-d motor
3 1/2" comet prop 0° SIDE THRUST
USE CARD STRIP BETWEEN BRASS STRIP AND BATTERY TERMINAL WHILE CHARGING. REMOVE CARD STRIP TO START MOTO


1/32" ribs
1 1/4" dihedral
both tips
light sheet
edge
KEN WAY
P.O. Box 889
HACKETTSTOWN, NJ 07840
2" &
2 ribs flush with
8" medium
1/32" light
sheet
ells
NOTE: FLIES RIGHT-RIGHT
OFFSET RUDDER 1/32 FOR RIGHT
TURN AND ALSO USE STAB TILT
FOR RIGHT TURN IN GLIDE
RIG UP AN EXTERNAL CHARGING
JACK THAT CAN BE REMOVED
FOR FLIGHT.
HUMMER
13 inch span 35 sq.in.
Designed by - Ron Ewing

AMA RULE CHANGE PROPOSALS FOR 1996

The period for submitting 1996 AMA rule change proposals ended on Sept. 1st. Our AMA District VI Contest Board member, Chris Matsuno, is now soliciting feedback on those proposals which were submitted before the deadline. There are about a dozen and he is requesting comments by Dec. 25th. We reviewed them at our 11/7/94 C.I.A. club meeting with a reading of each proposal, a discussion period, then a "for" or "against" vote. The results were as follows:

PROPOSAL GEN 96-4 - (Submitted by Don Hughes)
- Content: Proposes to eliminate a repetitive statement in regard to timing of flights for Record Trials.
- Conclusions: "FOR" - the fewer words in the rule book, the better.

PROPOSAL FF 96-1 - (Submitted by Abram Van Dover)
- Content: Proposes to return the requirement for models to have their owners AMA number on the upper right hand wing surface (except for scale or indoor models.)
- Conclusion: "FOR" - among other things the current rules negates policing of the "builder-of-the-model rule."

PROPOSAL FF 96-2 - (Submitted by Jean Pailet)
- Content: Would prohibit the use of auto-surfaces on 1/2A power models.
- Conclusion: "AGAINST" - Most felt we are not ready for this one as yet. Auto-surface models have not proven to be that superior on a consistent basis. The "simple model" still does quite well.

PROPOSAL FF 96-3 - (Submitted by Jean Pailet)
- Content: Proposes to divide 1/2A Gas into two divisions of 1) Non Schneurle - ported/plain bearing, and 2) Schneurle-ported/ ball bearing engines.
- Conclusion: "AGAINST" - Again, most felt that this has not been proven to be a great problem as yet-Coxes are still grabbing trophies at a healthy clip.

PROPOSAL FF 96-4 - (Submitted by Walt Rozelle)
- Content: Hand Held Catapult - Change rules to prevent a contestant from holding the catapult while an assistant (with the model) stretches the rubber to a greater length than would be possible if a single person performed the launch sequence (and vice versa).
- Conclusion: "FOR" - Rules should be worded to insure that the launch sequence be a one-person operation. Close the loophole!

PROPOSAL FF 96-5 - (Submitted by Walt Rozelle)
- Content: Hand Held Catapult - permit any size handle, but retain the "length max." requirement. Also, permit two loops of 1/8" rubber in leiu of one loop of 1/4" flat.
- Conclusion: "AGAINST" - there are at least two proposals herein. 1) the handle size which is agreed to be of little consequence (although 1/2" dia. rod is available at any hardware store, flea market, and other places), and 2) while some rubber/ glider flyers seemed to think the double strands offered a benefit over the 1/4" single strand, no one seemed to have had any actual experience with double strands. (If any CD's have been permitting multi-strands for any reason, they have been in error as well as the contestant.) Also, loops shorter than 9" are already legal (9" is a max. length.)

PROPOSAL FF 96-7 - (Submitted by Harry Murphy)
- Content: Appears to be the same as Proposal FF 96-1 regarding AMA numbers being required to be affixed to the top wing of FF competition models.
- Conclusion: "FOR", Unanimously!

PROPOSALS FF 96-8, FF 96-9, and FF-10 - (All being submitted by Robert Dunham)

Content: These three proposals are suggestions to curb the marathon flyoffs in AMA gas events often currently required to determine winners - particularly at large meets. Essentially they suggest the following solutions using different combos of engine runs.

FF 96-8 = 6,6,6,4,4,(2-1/2 min.) etc.
FF 96-9 = 6,6,6,4,4,3,(2-1/2 min.) etc.
FF 96-10 = 6,6,6,4,4, (2-1/2 min), 4 (3 min.) etc.

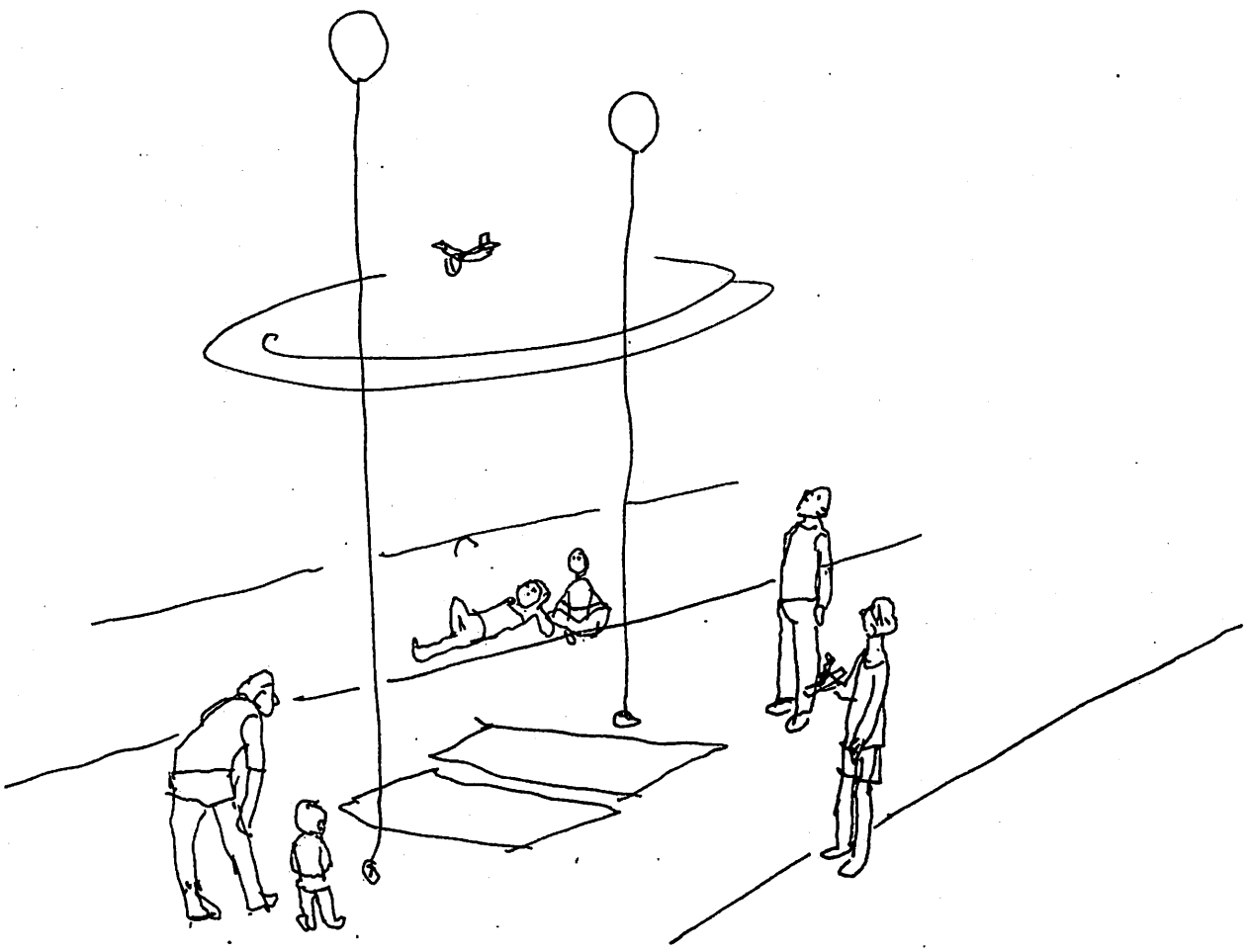
Conclusions: "AGAINST" - on all three proposals!
Overall, the main concern was that the current three initial (7) second engine runs did not need to be reduced to (6) as it is, only the "last flights" which are causing the marathon situations. FF-10 was deemed most undesirable since the 3 minute max was pushing small field limits. FF-8 is the same that we have now on the last flyoff flights and would result in little, if any, positive results. FF-9 would have been more desirable if it had read 7,7,7,5,5,3 (2-1/2 min.) etc.
(NOTE: This subject was discussed at length at a previous CIA meeting and we ended up with (7) workable combinations, none of which brought majority support. Apparently a worthwhile solution is yet to be proposed. Until one comes along, it was suggested that we suffer along, as is!)

PROPOSAL FF 96-11 - (Submitted by Jim Bennett)

Content: Proposes to reinstate a "cabin" rubber event to the Outdoor Rubber category. It shall be known as "Moffett."

Conclusion: "FOR" - Why not?

Our thanks to Chris for sending the info. The C.I.A. hopes this will aid you at decision-making time.



BERKELEY

Dealer Bulletin No. 10 **January 10, 1942**

BEST WISHES FOR THE NEW YEAR and "WATCH BERKELEY IN '42"

The year 1942 has crept up on us so fast that we have not had the opportunity to wish all our friends the Season's Greetings. At this date we want to wish everyone in the model industry a successful New Year.

At a time like this we do not allow competition and petty problems to worry us. Our job is to keep America airminded. Rather than curtail our plans for 1942, we have worked up new designs, improved old models, and, in many cases, even improved the quality of the product.

We do not know what government curtailment problems we will meet. We have met them in the past and we have overcome them. The future looks favorable as long as the war is kept away from home.

The by-word is "Watch Berkeley in '42". Already we have purchased the paper for our next catalog which will be ready in April. Even after this catalog is published we will still be producing new numbers. Plans are under way for 28 new models. However, we want to have the kits in your hands before the advertising breaks. Therefore, new merchandise will not start to appear before March 1st.

MATERIAL SUPPLY and DELIVERY

We have just completed our end-of-year inventory. While our stock of assembled kits is bare, we have the raw materials to keep on working for at least another ten weeks. We expect that there will be no tie-up on any of the materials in the future with the possible exception of rubber.

We are limiting all dealers to a maximum of ten pounds of rubber per month until the present crisis clears.

Another shortage is pigment for yellow dope. We ask all dealers to try and substitute Orange for Yellow, only supplying customers with yellow dope to finish models already partly painted.

Deliveries to dealers have been stepped up to a 6 to 10 day waiting period. We hope to have 48-hour service before the end of the month. Of course, some dealers have ordered only the items which are out-of-stock. In general, dealers have no complaint on service.

NEW "MODEL AIRCRAFT" MAGAZINE

Within the next few weeks, "Model Aircraft" will be presented to American newstands. This magazine is a Penn Publication and will be devoted entirely to the novice in model airplane construction. As the other model magazines have forged ahead, the beginner has been left in the dust. We sincerely hope that this new magazine will fill a much needed place in the publication field.

Berkeley has supported this magazine with advertisements for the "Brigadier" Gas Model and the 25¢ Famous Flyers. These models are, by far, the best for beginners in gas and rubber powered models. We do not recommend beginners to start with models of 1/16" square construction. It is too hard to align and too fragile for inexperienced fingers. Berkeley's 25¢ Famous Flyers are 3/32" construction throughout.

THE MODEL MOTOR SITUATION

Deliveries on model motors are definitely improving. Motor manufacturers are working more closely with us to try and keep everybody supplied. One of problems of dealers who ordered hard-to-get motors from more than one source is being handled by mutual cooperation with the manufacturer.

As a result, we can promise immediate delivery except on Ohlsson "19" and "23" (Only about two weeks wait) and Forster "Super-99" (The army grabs up most of these.)

You will note, however, that many motors have been discontinued. This is better than stalling off customers.

LATE PRICE CHANGES

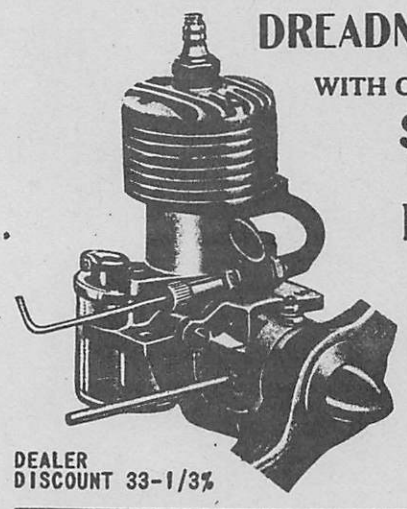
We all realize that prices are unstable and that some manufacturers and jobber in our own industry are trying to profiteer. In full realization that too great increase in prices will result in lost interest in model airplanes, Berkeley Models, Inc., will operate without any distribution of profit to stockholders for the duration of the war. All profits will remain in the business for further development and promotional work.

The following price changes are not shown in the supplement of October, 1941:

Page		Page	
28	Race Car Numerals 20¢ set	37	"Twin Six" Battery $1.05
	Ohlsson 60 Custom Discontinued	40	Hiller Gadgets Discontinued
	Ohlsson 60 Special $20.00		Elf Engines "
	Ohlsson 23.....18.00	41	Merco Repair Kit $3.00
	Ohlsson 19.....16.00		Dec-O-Tape 1/4" 15¢
35	SkyChief Motor Discontinued		1/2" 20¢
	Dusenberg Motor "		1" 30¢
	Perky Motor "		
	Radio Manual (New) 25¢		

(Get a manual before ordering radio parts. Many new items, also new prices.)

We have included our current catalog and discount sheet with this bulletin so that every dealer will have all current prices.



DREADNAUGHT MOTORS

WITH COIL AND CONDENSER

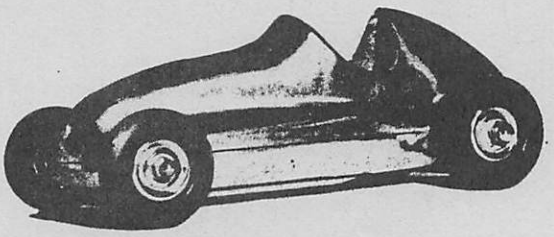
$12.50

Displacement .199

Rotary Valve!

Class "A"

DEALER DISCOUNT 33-1/3%



NEW! BABY DOOLING

$16.95 Assembled

Designed for all motors up to .45 cu. in. displacement

SPEEDS UP TO 80 M.P.H. ONLY 12" LONG!

Start a small car racing club in your community. It pays big dividends.

Dealer discount on car alone.....33-1/3%

Special combination of car with Bunch Tiger Motor ($18.50 retail)... 40%

COFFC (Central Ohio Frisbee Flying Corps) Contest Results of 8-20/21-94.

F1J
1. J.Haught 568
2. L.Campbell 469
3. J.Mekina 383

Mulvihill
1. L.Campbell 340
2. Lu. Willis 318

HLG
1. J.Mekina 222
2. B.Edelstein 79
3. B.Barr 79

1/2A Gas
1. L.Campbell 360
2. J.Haught 293
3. B.Reuter 184

.020 Replica
1. R.Lane 360
2. L.Hallgarth 350
3. S.Myers 285

A1/A2
1. J.Haught 162
2. B.Reuter 47
3. B.Barr 24

Old Timer
1. D.Harshman 60
2. E.Jordan 11

Nos Gas (ABC)
1. L.Hallgarth 344
2. B.Hale 340
3. B.Edelstein 317

Jimmy Allen
1. B.Edelstein 174
2. R.Lane 149
3. L.Hallgarth 10

Jr. ½A Gas
1. B.Reuter 174
2. J.Poti 68
3. J.Reuter 58

.010 Gas
1. B.Barr 3260
2. S.Myers 3090
3. B.Hale 3040

HH Catapult
1. J.Mekina 200
2. B.Barr 81

O.T. Rubber
1. R.Lane 306
2. D. Brielh 287
3. Lu.Willis 240

1/2A Nos Gas
1. D.Harshman 303
2. B.Edelstein 268
3. L.Hallgarth 253

HH Cat (Jr)
1. B.Reuter 109
2. R.Haught 84
3. J.Reuter 44

P-30/Coupe
1. F.Heeb 292
2. W.Weisenbach 271
3. R.Lane 256

CD Gas
1. N.Poti 240

Pee Wee 30
1. H.Murphy 2292
2. S.Myers 2260
3. B.Hale 2046

AB Gas
1. J.Mekina 327
2. B.Barr 314
3. B.Placier 303

HLG (Jr)
1. R.Haught 68
2. B.Reuter 44
3. J.reuter 22

THANKS, FOLKS!

Just a note of sincere thanks to all who voiced their interest in my recent retirement from the DURATION column in Model Aviation magazine. I certainly appreciate all the comments, cards and letters, phone calls in this regard. One has more friends than he realizes in this hobby. Lifelong friendships can be entrenched with a single piece of correspondance, a phone call, or a handshake - such is free flight. May it truly last forever!

"See ya downwind!" - Harry Murphy

VOTE FOR FF TODAY!

As you know, "he" is not running for re-election this term and we get our chance to vote-in a replacement. Hoo-Ray for change!

The INFORMER supports Gary Bussell to be "our man" on the AMA Executive Council beginning January of '95. Gary is known to many of us with past interests running the gauntlet from free flight, control line, and R/C. A Muncie resident, he was instrumental in establishing the AMA in Muncie in its early development days, is a leader and active CD, and most of all is a "common sense" individual who should add stability to the council. All FF should support Gary! Do it now! Cast your vote immediately!

DECEASED

Freeflight has lost another of our legions as Bob Hunter, former national champion and better known as the founder of "Hot Stuff" CYA, has become another victim of the dreaded cancer desease. Our sympathies go out to his many friends and family.

MR. NICE GUY WINS F1C TEAM FINALS!

Gil Morris gets our congratulations for winning the F1C event at the FAI Team Finals at Palm Bay, FL. The totals were as follows:

F1C	1.	G. Morris	2460 & 521
	2.	M. Achterberg	2460 & 496
	3.	R. Simpson	2460 & 428
	7.	N. Poti	2460 & 141
F1B		J. Fitch	2280
		L. Joyner	2280
		D. Tracy	2280
F1A	1.	M. Gewain	2576
	2.	A. Barron	2574
	3.	R. Weiler	2527

Best wishes to Gil and the other '95 USA Team members at the World Champs next summer - Super Show!

OVERWEIGHT? - Fill your pockets with lead weights before you go to your first Weight Watchers meeting , then you are sure to lose weight as you go along..... (F. Zaic)

CONTEST RESULTS: C.I.A. REGIONAL FF CHAMPS OF 9-3/4-94

1/2A GAS (19)

1.	Keith Fulmer	850
2.	Bill Burgess	479
3.	Brad Bane	418
4.	Bill Barr	341
5.	Bob Johannes	237
6.	Joe Clawson	120
7.	Paul Skelly	78
	B. Perkins, G. Wicks, D. Diggs, K. Hoover, J. Haught, D. Gauthier, T. Kirsch, V. Vilardo	

AB GAS (18)

1.	Brad Bane	1280
2.	Gib Robbins	1050
3.	Bob Johannes	1020
4.	Guy Scott	693
5.	Joe Clawson	593
6.	Bill Burgess	582
7.	Don Diggs	558
8.	Norm Poti	360
9.	Tom Kirsch	350
10.	Bob Placier	252
11.	Dick Covalt	240
12.	Bob Perkins	120
	G. Bowers, G. Wicks, G. Morris, B. Schlarb, V. Vilardo, B. Dunlop	

CD GAS (11)

1.	Gib Robbins	905
2.	Norm Poti	900
3.	Bob Johannes	842
4.	Joe Clawson	721
5.	Bob Coverdill	480
6.	Bob Perkins	462
7.	Tom Kirsch	320
8.	Bill Burgess	240
9.	Don Diggs	120
	G. Bowers, T. Gates	

HLG (S/O) (5)

1.	Phil Sullivan	247
2.	Bob Larsh	160
3.	Bill Reuter	125
4.	Bill Burgess	119
	V. Vilardo	

PAYLOAD (7)

1.	Les Hallgarth	322
2.	Ted Dock	316
3.	Gerald Caldwell	309
4.	Bill Reuter	288
5.	Elmer Jordan	276
6.	Bill Barr	188
	G. Bowers	

JR. HLG (7)

1.	Ryan Bane	106
2.	Beth Mekina	101*
3.	Billy Reuter	101
4.	Robby Haught	60
5.	Jon Reuter	48
6.	Keith Barnett	42
7.	Jason Poti	34

OLD TIMER GAS (8)

1.	Ted Dock	297
2.	Dan Harshman	273
3.	Elmer Jordan	229
4.	Joe Clawson	223
5.	Gene Bowers	174
6.	Bob Placier	44
	B. Burgess, W. Weisenbach	

PEE WEE 30 (9)

1.	Gene Bowers	2212
2.	Jim Haught	2133
3.	Rudy Kluiber	2113
4.	Shel Myers	2106
5.	Elmer Jordan	2017
6.	Vince Vilardo	1827
7.	Don Boyer	1486
	J. Clawson, Bill Barr	

EARLY 1/2A NOS GAS (7)

1.	Rudy Kluiber	369
2.	Bill Barr	342
3.	Gene Bowers	297
4.	Elmer Jordan	225
5.	Vince Vilardo	224
6.	Jim Haught	112
	L. Hallgarth	

.020 REPLICA/1/4A NOS GAS (11)

1.	Gene Bowers	489
2.	Jim Haught	352
3.	Bill Barr	346
4.	Bill Burgess	344
5.	Les Hallgarth	238
6.	Roger Lane	194
7.	Bill Reuter	191
8.	Vince Vilardo	163
9.	Elmer Jordan	120
	J. Greene, G. Caldwell	

NOS GAS (15)

1.	Keith Fulmer	960
2.	Bill Burgess	655
3.	Les Hallgarth	471
4.	Elmer Jordan	448
5.	Gene Wicks	360
6.	Gene Bowers	352
7.	Dan Harshman	335
8.	Shel Myers	303
9.	Tom Kirsch	218
10.	Dick Woodbridge	215
11.	Rudy Kluiber	81
	B. Placier, J. Haught, J. Clawson, B. Barr, V. Vilardo	

JR. HH CATAPULT (7)

1.	Robby Haught	196
2.	Beth Mekina	195
3.	Billy Reuter	181
4.	Ryan Bane	136
5.	Keith Barnett	66
6.	Jason Poti	56
7.	Jon Reuter	36

HH CATAPULT S/O (10)

1.	Bill Schlarb	307
2.	Bill Reuter	236
3.	Jack Greene	169
4.	Rudy Kluiber	154
5.	Bob Petrinec	136
6.	Joe Clawson	107
7.	Bruce Barnett	68
8.	Roger Lane	26
	P. Sullivan, L. Hallgarth	

P-30 ELECT. "A" (15)

1.	Vicki Wicks	339
2.	Roger Lane	300
3.	Don DeCook	269
4.	Justin Fordeck	268
5.	Les Hallgarth	265
6.	Lauren Johnston	199
7.	Bruce Barnett	175
8.	Guenther Nowak	163
9.	Ken Johnston	120
10.	O. C. Stewart	90
	J. Williams, G. Caldwell, T. Kirsch, V. Vilardo, B. Dunlop	

MULVIHILL (6)

1.	O. C. Stewart	780
2.	Joe Williams	752
3.	Guenther Nowak	480
4.	Bruce Barnett	441
5.	Jack Tinisai	120
	B. Perkins	

Cd 'H (5)

1.	Joe Williams	561
2.	Guenther Nowak	521
3.	Bill Barr	451
4.	Dock Zabelka	298
5.	Ken Johnston	131

MOFFETT (4)

1.	Joe Williams	360
2.	O.D. Stewart	287
3.	Guenther Nowak	233
	D. Zabelka	

A1/A2 TOWLINE (5)

1.	Warren Weisenbach	551
2.	Bill Schlarb	540
3.	Shel Myers	531
4.	Bill Barr	332
	J. Haught	

JR. RUBBER (8)

1.	Ryan Bane	354
2.	Lauren Johnston	287
3.	Justin Fordeck	233
4.	Robby Haught	125
5.	Keith Barnett	123
6.	Jason Poti	39
	J. Reuter, B. Reuter	

Our annual C.I.A. Fall Bash had been moved up to the Labor Day weekend this year to make space for the S.A.M. Champs to occur at the Muncie site in our traditional 3rd weekend of September slot. Altho the Labor Day thing was heretofore untried for a Regional meet at Muncie, our fears were for naught as (61) FF'ers entered the two-day affair. Some of the highlights were: Robby Haught edged Beth Mekina by one second in Jr. HH Catapult to apply for a National Record. Beth was the current AMA top dog in the event until this date. This was a day for the ladies as Vicki Wicks copped the P-30 flyers with a healthy score. Normally normal Norm Poti provided a spine-chilling powerdive from about 10,000 feet into the cemetery with all systems running at flank speed - all parts were not found. In the injury dept. - Don Boyer drove all the way to Dayton to get his hand stitched-up from a mishap w/a prop.

See ya next time!

Murf & Moe

RESULTS OF THE MID-AMERICA FREE FLIGHT CHAMPS, Oct 1@2 1994
MID-AMERICA AIR CENTER, Lawrenceville, IL/Vincennes, IN

A GAS (16)
1st Bob Johannes 1050
2nd Dick Covalt 870
3rd Bob Perkins 654

B Gas (13)
1st Dick Covalt 710
2nd Don Diggs 689
3rd Bob Johannes 620

NOSTALGIA GAS (16)
1st Ben Cleveland 1013
2nd Keith Fulmer 563
3rd Bob Watson 425

MULVIHILL (13)
1st Ed Konefes 1410
2nd Joe Williams 760
3rd O. C. Stewart 732

HAND LAUNCHED GLIDER (6)
1st Bill Schlarb 256
2nd Al Beletz 119
3rd Paul Wicks 110

Coupe d' Hiver (15)
1st Bud Brown 485
2nd Tom Hepler 480
3rd Bob Thoren 315

O.T. RUBBER STICK (16)
1st Larry Willis 997
2nd Joe Williams 756
3rd Larry Coslick 660

CATAPULT GLIDER (16)
1st Bill Schlarb 284
2nd Warren Kurth 223
3rd Larry Willis 170

Pre 37 WAKEFIELD (5)
1st John O'Leary 770
2nd Larry Willis 530
3rd Larry Coslick 528

1/2 A TEXACO (12)
1st Ralph Waser 1676
2nd Gene Wicks 1632
3rd Wayne Jenkins 1477

1/2 A SCALE R/C (6)
1st John Schifko 1281
2nd Al Boeglin 1108
3rd Harold Ericksen 947

1/2 A GAS (25)
1st Keith Fulmer 706
2nd Greg Mattes 663
3rd Mark Mattes 376

.020 REPLICA (20)
1st Bob Rother 350
2nd Eric Hepler 341
3rd Tom Hepler 336

C/D GAS (9)
1st Bob Watson 1190
2nd Gil Robbins 651
3rd Tom Kirsch 580

O.T. GAS (10)
1st Mitch Post 360
2nd John Schifko 257
3rd Gene Bowers 250

P-30 RUBBER (23)
1st Ben Cleveland 451
2nd C.A. Schuckman 338
3rd Carl Loehle 337

MOFFETT RUBBER (12)
1st Bud Brown 967
2nd Ed Konefes 931
3rd Joe Williams 540

WAKEFIELD (10)
Bob Thoren 745
2nd Gunther Nowak 527
3rd Jim Richmond 360

A-1/A-2 GLIDER (6)
1st Tony Italiano 360
2nd Bob Klipp 334
3rd Lee Campbell 289

O.T. RUBBER CABIN (18)
1st O. C. Stewart 780
2nd Larry Coslick 778
3rd Joe Williams 660

PEANUT SCALE (7)
1st Carl Loehle 164.4
2nd Don De Cook 158.4
3rd Ted Dock 126.7

AMA RUBBER SCALE (5)
1st Dot Odum 139.6
2nd Ted Dock 134
3rd Norm Becker 113

More About Thermals ..... The following article is excerpted from one by Bob Swet, VP of the Thousand Oaks (CA) Soaring Society. Some of the thermal sniffing hints are old hat, but quite worthy of remention ... might even give you a leg up at O.T. contests where detectors are verboten. At any rate, these hints should be invaluable to the OHLG or small rubber flyer - or any other type model that has to struggle to make 100 - 150ft. without help!

* **Life Cycle of a Thermal:** "air heats up over a dark surface, first forming a small dome of hot air. (It doesn't necessarily have to be a dark surface, only one that absorbs heat more quickly than its surroundings.) As more and more air heats up, the thermal dome grows. The warm air starts to rise and cold air rushes in to take its place. This cold replacement air is the effect we call 'sink'.

  At the altitude of *30 or 40 feet*, the prevailing wind has a noticeable effect. It will start pushing the top over. Slowly, the top of the thermal grows into a lopsided bubble. The colder air that is replacing the warm air is denser causing the base of the thermal to shrink. Sooner or later, the base shrinks down to nothing, and the bubble is free.

  This is not the only process that causes a thermal to pop free. If the wind is blowing, the thermal will move with it. When it collides with a large object (tree line, building, hill, etc.) it becomes detached from the ground.

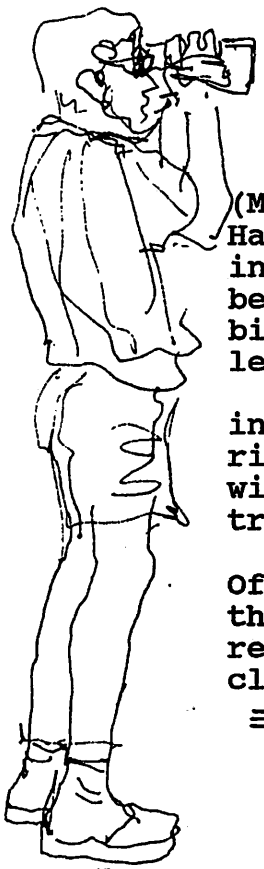
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* **Thermal Indicators:** Watch for, or feel *a wind direction or velocity change*. These changes may imply a thermal nearby. If the wind velocity increases, look for the thermal downwind. If the velocity decreases, head upwind. If the wind temporarily stops altogether, the thermal is likely directly overhead. If the wind changes direction, look for the thermal in the same direction that the wind is blowing.

* **Hints:** The wind created by a thermal will always be heading toward the center of the thermal. Tall grass will serve as a good telltale for wind direction. Don't be too proud to take a clue from what other models are doing in the sky. Their flight characteristics can show whether they are in sink or lift. If they are in strong lift, you may want to join them, but if they're too high above you, the bubble is probably already detached. Study and time the pattern of passing thermals by watching the models marking them. Pay attention to location, altitude, time and wind direction. Chances are the thermals are leaving at regular intervals.

  Bugs swarm and rise in a thermal. Sparrows will group and eat these bugs! Light weight debris (dust, leaves, paper, etc.) rising/swirling is a good indicator of a strong thermal.

  Obviously, soaring birds will circle in thermals. (If you see one flapping and flying straight, don't launch!) Usually they'll stay within the thermal after you join 'em.



(More About ... cont'd)
Hawks usually fly against the vortex; that is, they circle in the same direction. They usually don't mind a model below them, but they don't like one above! Remember, tho, birds are always looking for something to eat, and they'll leave a perfectly good thermal if they spot a snack.

Watch nearby trees - as they can provide two different indicators. First, if you see the bottom of their leaves, rising air is probably at this location. Second, a tree with its leaves motionless while the leaves in adjacent trees are moving, is also a good clue. (Look for *Contrast*!)

Low, puffy, white clouds normally indicate rising air. Of course, cumulus clouds are the result of warm, moist thermal updrafts that have condensed into water vapor. But remember that 'sink' and thermals will always exist in close proximity. I hope this helps! - MJW



Results of NOFFA '94 Contest

SATURDAY

Envent	1st Place	Time	2nd Place	Time	3rd Place	Time
F1J FAI	Jim Haught	568 sec	Lee Campbell	469 sec	Joe Mekina	383 sec
P30/Coupe	Franf Heeb	292 sec	W. Weisenbach	271 sec	Roger Lane	256 sec
Mulvihill	Lee Campbell	340 sec	Lou Willis	318 sec	----------	-------
A1/A2	Jim Haught	162 sec	Bill Reuter	47 sec	Bill Bar	24 sec
ABC Nost.	Les Halgalth	344 sec	Bill Hale	340 sec	Bob Edelstien	317 sec
A/B AMA Gas	Joe Mekina	327 sec	Bill Barr	314 sec	Bob placier	303 sec
OHL Glider	Joe Mekina	222 sec	Bob Edelstien	79 sec	Bill Barr	66 sec
ABC OT Ing	Dan Harshman	60 sec	E. Jordan	11 sec	----------	------

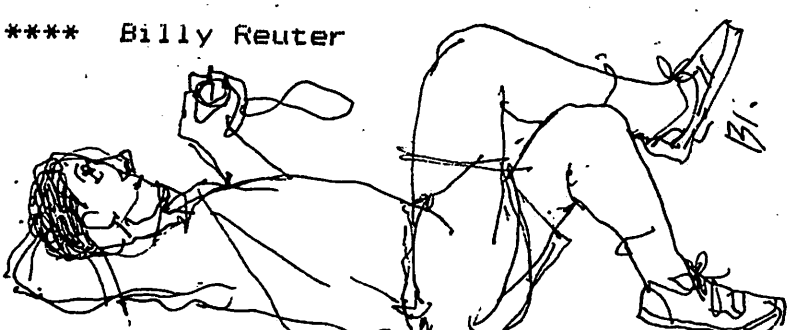
SUNDAY

O/T St/Cab	Roger Lane	306 sec	Dan Briehl	287 sec	Lou Willis	240 sec
.020 Replica	Roger Lane	360 sec	Les Hallgalth	350 sec	Shel Myers	285 sec
HH Cat	Joe Mekina	200 sec	Bill Barr	81 sec	----------	-------
Pee Wee 30	Harry Murphy	2292 PT	Shel Myers	2260 PT	Bill Hale	2046 PT
1/2A AMA Gas	Lee Campbell	360 sec	Jim Haught	293 sec	Bill Reuter	184 sec
C/D AMA Gas	Norm Poti	240 sec	----------	-------	----------	-------
1/2A Nost	Dan Harshman	303 sec	Bob Edelstien	268 sec	Les Hallgalth	253 sec
Jimmy Allen	Bob Edelstein	174 sec	Roger Lane	149 sec	Les Hallgalth	10 sec
.010 Gas	Bill Barr	3260 PT	Shel Myers	3090 PT	Bill Hale	3040 PT

Junior Events

1/2A AMA Gas	Billy Reuter	174 sec	Jason Poti	68 sec	Jon Reuter	58 sec
HG Cat	Billy Reuter	109 sec	Robby Haught	84 sec	Jon Reuter	44 sec
OHL Glider	Robby Haught	68 sec	Billy Reuter	44 sec	Jon Reuter	22 sec

***** JUNIOR HIGH POINT **** Billy Reuter



41 ST
KING ORANGE INTERNATIONALS
PALM BAY, FLORIDA
DEC. 30 & 31, JAN. 1

SPONSOR: FLORIDA MODELERS ASSOCIATION

JIM JUHL CONTEST DIRECTOR

JIM BRADLEY - FAI DIR. STEVEN BACOM - FAC DIR.
PETE STRAYER - TEXACO DIR. LES ALONZO - OLD TIMER DIR.

AAA-AMA CATEGORY III AMERICA'S CUP CONTEST

ENTRY FEE: $10.00 (SR-OP) FOR FIRST EVENT, PLUS $2.00 EACH ADDITIONAL EVENT (UNLIMITED ENTRY $20). JR (UNDER 16) $5 ONLY! 1994 & 95 LICENSE REQ.

AWARDS: ONE TROPHY WILL BE AWARDED TO EACH WINNING CONTESTANT THROUGH THIRD PLACE, PLATES FOR EACH ADDITIONAL WIN, HIGH POINT TROPHY AND PERPETUAL TROPHIES.

RULES: ALL EVENTS WILL BE CONDUCTED ACCORDING TO THE MOST CURRENT EDITION OF THE APPROPRIATE RULES, AMA, FAI, SAM, FAC AND NFFS NOSTALGIA. THE FLIGHT LINE FOR ALL EVENTS WILL BE 100 FT DOWN WIND OF SPECTATORS AND AUTOMOBILE PARKING.

HIGH POINT: DECLARE SIX(6) EVENTS. 1 GLIDER, 1 POWER, 1 RUBBER, 3 OF CHOICE. 3X2 MIN MAXES EACH EVENT. NO SINGLE FLIGHT EVENTS COUNT, FAI 1st 3 FLIGHTS COUNT UP TO 120 SEC. EACH FLIGHT. POINTS AWARDED FOR TOTAL FLIGHT TIME ALL SIX(6) EVENTS.

TIMING OF FLIGHTS: RETURN FLIGHT CARDS FOR RECORDING BEFORE FLYOFF. 2 TIMERS REQUIRED FOR ALL FLYOFF ROUNDS.

FRIDAY DEC 30th 7AM-5PM

A GAS
D GAS
F1H (A1 GLIDDER) J/O 220 grams-
HLG J/SO
O.T. RUBBER CABIN (SM)
O.T. 020 REPLICA
O.T. A FUSELAGE/PYLON
O.T. RUBBER STICK (LG)
SLOW OPEN POWER
A/B NOSTALGIA
ROW RUBBER (2)
F1A GLIDER (1)
F1B WAKEFIELD (1)
F1C POWER (1)
F1J (½ A) (1)

FRIDAY DEC 30th cont.

FAC EMBRYO ENDURANCE
FAC PEANUT SCALE
FAC JUMBO SCALE
FAC N-CAL
FAC RUBBER SCALE
FAC GOLDEN AGE SCALE
FAC POWER SCALE
FAC OT RUBBER

SATURDAY DEC 31st 7AM-5PM

DAWN UNLIMITED RUBBER (4)
SUNRISE SHOOTOUT (5)
SPECIAL HLG (J) (12PM)
C GAS
CATAPULT GLIDDER hand J/SO

SAT DEC 31st cont

O.T. COMM. RUBBER
O.T. RUBBER CABIN (LG)
O.T. B FUSELAGE/PYLON
O.T. ½A TEXACO R.C.
O.T. RUBBER STICK (SM)
½A NOSTALGIA
F1G COUPE
MOFFETT
PAYLOAD

SUNDAY JAN 1-7AM-3PM

DAWN UNL GLIDDER (4)
½ A GAS J/SO
B GAS
MULVIHILL
OT C FUSELAGE/PYLON
OT HLG
OT A TEXACO R.C.
C/D NOSTALGIA
P 30 J/SO
OPEN GLIDER
ELECTRIC A/B

1. SEE FAI SCHEDULE REVERSE SIDE
2. KING CATFISH PERPETUAL TROPHY SPONSOR: G. PERRYMAN RON SHARPTON
3. JIM BENNETT MOFFETT TROPHY PERPETUAL, SPONSOR: GEORGE PERRYMAN & SANDY DOWNS
4. LAUNCH WINDOW 7AM TO 7:15AM
5. ANY GAS MODEL (7SEC. ENGINE 1 FLIGHT WINDOW 7:15AM-7:30AM

****

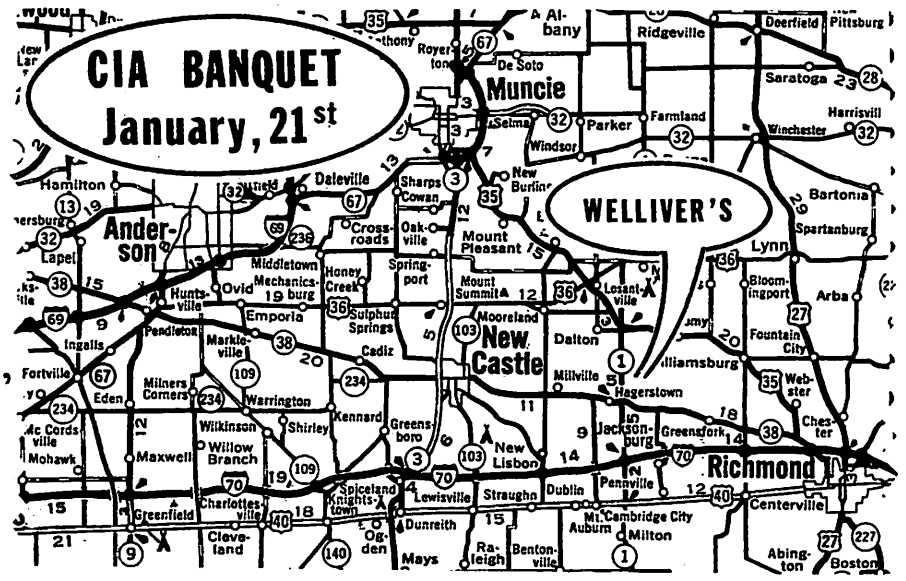
RELEASE: I, THE UNDERSIGNED CONTESTANT/PARENT, DO HEREBY RELEASE ANY AND ALL ORGANIZATIONS CONNECTED WITH THIS MEET, FROM ALL CLAIMS WHICH MAY ARISE WITH SAID MEET. I CERTIFY THAT I AM THE BUILDER OF ALL MODELS ENTERED AND FLOWN BY ME AS COVERED BY CURRENT AMA AND/OR FAI RULES.

NAME:_____ SIGNATURE_____

ADDRESS:_____ AMA#_____ CONTESTANT #_____AGE____

CITY & STATE_____ZIP_____ J SO_____ENTRY FEE PD $_____

C.I.A. BANQUET



Gee, already it is time to plan about attending the annual "pig-out" affair at Guy Welliver's Smorgy in Hagerstown, IN. The popular "trough" has been the haven for this event for a number of years now and Saturday, January 21, 1995, is the date for the next gathering. Come one! Come all! - to eat, chuckle, and fraternize with others of our fraternity for a most enjoyable evening. There shall be awards, door prizes, attaboys, and other good stuff - with accompanying embarrassments and roastings to maintain a humble atmosphere. Phil Sullivan is to be the MC again this year at his request (that way he is assured of not receiving the "coveted" annual "Crash & Burn" award - Ha!). Dinner tabs are: Adults = $16, young folks 10-11 = $8, 7-9 = $6, and 2-6 = $3. The "soup's-on!" bell rings at 7:00 pm sharp! Please! - notify Harry Murphy (3824 Oakwood Blvd., Anderson, IN 46011 (317) 642-7377) by January 16 so that we may reserve the proper number of "nail kegs" to park our "tushes" on. Also, please supply the names of all who you intend to bring in your party and ages of those under 12 (Guy "figgers" 12 year olds eat as much as adults). Let's make it a record-breaking year! Y'all Come! See you thar!

1995 C.I.A. Club Dues/INFORMER Subscription Info!

Yeah, the underpaid and undernourished U.S. Postal Service gets their requested pay raise next year, but the C.I.A. shall hold the line on any fees increase for at least anotheryear to assess the penny level in the old sock as the year progresses. We don't wanna, nor do we particularly needa, more funds to continue operations at this time. However, next fall we shall have to re-evaluate our financial status after due consideration as to what the impending postal increase and proposed Muncie Field-use fees may have done to our hip pocket. (Pleasenote that neither cost increase is our idea!)

CENTRAL INDIANA AEROMODELLERS - Club Membership Form

Expiration Code

Name _____ **AMA#** _____ _____

(Office use only)

Address _____

City _____ **State** ____ **Zip** _____ **Ph:** _____

Age last July, if under 19 _____

$7.50 - Club Membership (New or Renewal - Includes INFORMER - 6 issues/yr).
Add $1.00 to the above for Canadian, $2.00 if Foreign (surface mail only)

Please send this form and proper remittance to Moe Whittemore, 2348S, 700W New Palestine, IN 46163. Thank you for your support of free flight !!

Please make checks payable to Central Indiana Aeromodellers.

Become a C.I.A. Agent Today !!

The **INFORMER**

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