CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
The usual ..

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

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The CIA Annual Banquet of January 21, 1995 - by Mo

..... time again to sit down and write up the results of our Annual Activities Wrap-up and Feedbag Festival!

This year's bash (again, over at Welliver's in Hagerstown, IN) promised 61 attendees, but only 51 showed - possibly scared off by the light, blowing snow and the promise of much worse, the farther East you lived. This may explain why the stalwart Ohio contingent decided to sit this one out! But we've really been lucky on the weather for the last 8 years, or so. Like the Indiana high school basketball sectionals, past CIA banquets always had loads of snow, or zero temps!

Outgoing pres **Phil Sullivan** got things going by acknowledging some new/old faces - the **Laybournes** from Dayton (with the fabuluous hobby shop!), **Dave Thomson** (from Cincy), and **Bill Haught** (likewise). **Bill Barr** was the most-travelled, coming up from Lexington, KY!

Phil then moved on to list the club's accomplishments for the past year: their contributions to the NFFS Sympo '94 (including Moe Whittemore's article "Active Surface Treatment"), and their contribution to the Junior W.C. Team. And look for our newly purchased CIA "E-Z-up" tent/shelter at our upkuming kontests. The meeting sho 'n tells were great! New models ranged from Jimmie Allens to C-ships, and the support hardware (mostly by **Dick Covalt**) was equally diverse - from a vari-speed electric drill adaptor to slow down a small bandsaw for metal cutting, to a 6 D-cell alkaline pack with 30 hours of life for driving glo plugs. (His "R/C" bubble machine is mentioned later.) **Harry Murphy**'s antique prop collection (Stouffer, Y&O, Grish, etc.), was great! When hardware wasn't available to show off, model videos & slides were - including a young, 1951 **Bill Burgess** and his Gool! AMA rules proposals were discussed, and concensus suggestions passed up the chain. And **Les Hallgarth** recorded his 4th golf hole-in-one, much to the envy of Phil! Again, we'll repeat the Invite .... if you're ever in the Anderson area on the 1st or 3rd Monday, drop in at the Airport and join the fun!

(cont'd p. 2)



Nostalgia Flash!! The **bad** news is that Agent **Bob Larsh** just informed us that the Cox "Killer Bee" .049 has not been approved as a NosGas-legal powerplant! Seems that Cox took it upon themselves to advertise it this way, without consulting the powers-that-be.

But the **good** news is that Bob & company are about ready to okay mods allowing the enlargement (opening up) of the venturi, and/or the thinning of the spray bar in the Medallion .049, having come across notice of an old Cox service tip to this effect, allowing this engine to run properly as a pressure-fueler. And there you have it! - MJW

(CIA Banquet - cont'd.)

#2 man **Steve Frazier** handled the raffle/door prize thing - darn near something for everyone! The "Special Presentation for the Ladies" turned out to be an unexpected treat - boxes of Phyllis Murphy's fabuluous homemade candies; a last minute substitution for the regular prizes which got left at home!

Jim Haught (MA managing editor) had a short announcement - an OS 35 on beam mounts, with a timer and part of a black front end can be picked up at Muncie HQ. The model was "harvested" at the site last fall. Any takers? Jim also reminded us of the Starduster event at the upcoming "Excellent Adventure IV" this spring and mentioned that Bill Vanderbeek wants to do likewise with the Ramrod (250). He's contacted Hazel Sig, who offered to make a limited run of these kits for the flyers, collectors, etc. - if the numbers are big enough (50 will do it). Jim plans to have a Ramrod special event at his contest in '96, so .... (Phil then mentioned that the Haught clan had built 80 of these models through the years!)

Now for the **CIA Club Category Winners**! They are:

* AMA Power Champ - **Gil Morris** (practice!)
* AMA Non-Gas Champ - **Joe Mekina** (California Flingin' made the difference!)
* O.T. Gas Champ - **Harry Murphy** (only 20 pts ahead of Keith Fulmer!)
* O.T. Non-Gas Champ - **Joe Williams** (not the Count Basie one!)
* NosGas Champ - **Gene Bowers** (always flying something...)
* Jr.Hi-Point - **Billy Reuter III** ("team Reuter")
* Open Hi-Point - **Gene Bowers** (iron man!)
* Crash & Burn: although Norm Poti was considered for his spectacular Cemetery Crash (enough to wake the dead - ha!); and Dick Covalt, for taking out some fences at Muncie trying to learn the bunt system; and Harry Murphy and Bill Burgess were both considered (each having one bad day in which they trash 3 or 4 models in quick succession); but none quite topped winner **Phil Sullivan** for wiping out his entire fleet (including a new D Satellite) in a van crash, while coming home from USOC!

And more awards were to come. **CIA Merit Awards** went to **Gil Morris** for being the #1 Man on the US FAI Power Team, and to **Dick Covalt** for his remote (radio) controlled bubble machine. (It's base even doubles as a carrying case and step-stool so's you can reach the soap tank!)

CIA Service Awards were given to **Joe Mekina** and **Norm Poti** for their great efforts in organizing and administering USOC '94; and to **Moe Whittemore** for editing the CIA Informer.

AMA District VI associate VP **Gary Bussell** was the featured speaker at this year's banquet, giving us a general update on AMA activities at Muncie, plus a peek down the road at things to come .... and Phil Sullivan's neat slide show covering 1994 club activities was a perfect way to end the bash!

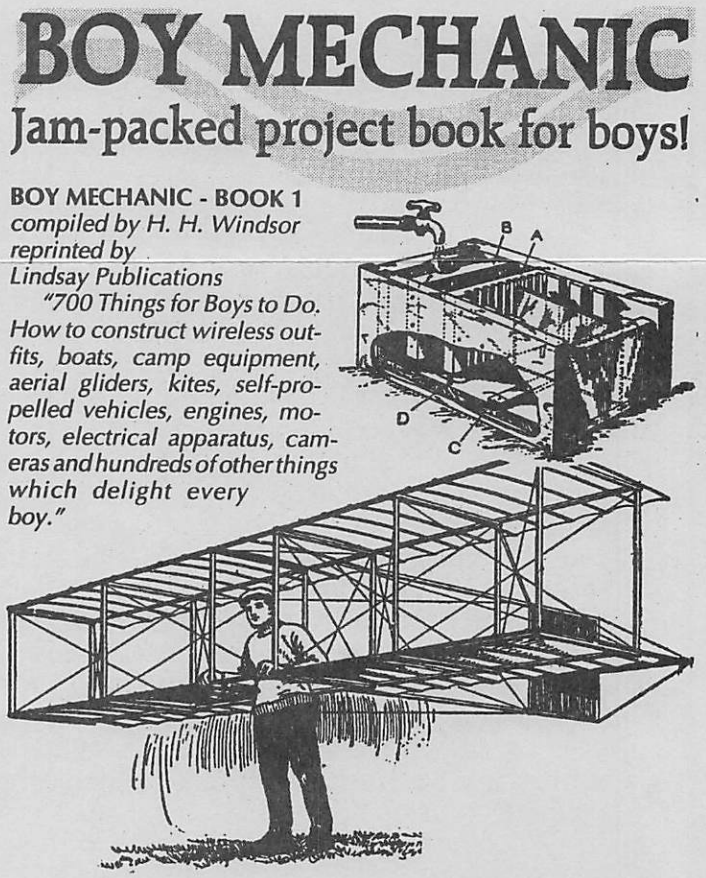
See you on the field -

or in the fieldhouse in '95! - MJW

CIA Welcome Mat ..... Say HI! to new Agent (but old acquaintance and super rubber flyer) **Joe Williams** of Brookville, PA, and **John Morrow** from Watertown, NY. (Sounds like John is an F1J freak, as he's requesting plans for Dick Covalt's "Hi-J"! How about it, Dick?

And Agent **Joe Macay** (Southfield, MI) would like you all to know that he just spent the last of his First Communion money just to subscribe to the Informer for yet another year! I hope we can make it worth his while .....

In Case You Didn't Know ..... Bill Bogart is this year's NFFS Symposium editor. **He needs your technical articles!** (If they used my wierd article last year, they should take yours this year!) Help him out! We've got the best ideas in the business within our ranks! You can contact Bill at 14837 Los Robles Ave., Hacienda Heights, CA 91745-2615 or (310) 942-5192. Thanks. - MJW



C.I.A. CLUB DECALS

Those unique tri-color club decals are still available (seven per sheet including three sizes) at $2 a sheet - or (3) sheets for $5 postpaid. You "git'em" from Harry Murphy (CIA Club Sec/Treas). The mailing address is 3824 Oakwood Blvd., Anderson, IN 46011. When they are gone, they are gone - so get a good supply now! Put them on all your planes, toolboxes, chase bikes, Gene Bowers' trailer, windows, rear bumpers, jockey shorts, or whatever. ORDER NOW! (we need the money....)

NFFS Events at the USOC/AMA FF NATS - June 26-30, 1995

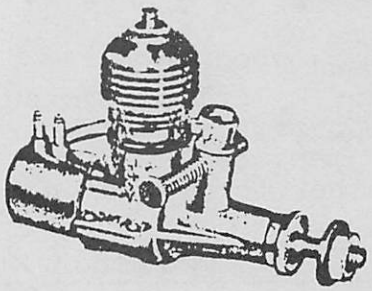
CD Abram Van Dover sends this schedule for NFFS sponsored activities:

Mon 6/26	Tue 6/27	Wed 6/28	Thu 6/29	Fri 6/30
*C Nos Gas	*B Nos Gas	*A Nos Gas	*½A Nos Gas	*¼A Nos Gas
*Sm Ign NG	*Lg Ign NG	PAA Load	'39 Korda	Pee Wee 30
Moffett	Jetex	Early ½A NG		

(*) denotes events for Nos Gas Championship)

Awards to (5) places except (3) in Ignition, PAA Load, and Jetex.

Early 1/2A Nostalgia Gas Rules for 1995



.049 Glo

Rules are the same as before for this popular event except that a few more engines have been added to the eligibility list. Use the following for the 1995 Rules:

1. Scaling of eligible designs is prohibited.
2. Only the following NFFS Nostalgia Gas eligible 1/2A's are permitted: (.045 to .050 cu. in. displ.)

WASP (.049)	K&B TORNADO (.049)
McCOY (.049)	OK CUB (.049) (original)
Baby MAC (.049)	OK CUB (.049A)
SPITZY (.045)	OK CUB (.049B)
SPITZY, Sr. (.045)	OK CUB (.049X)

WEN MAC (.049)(single bypass)(not .049R reed valve)
FOX (.049)(single bypass) ROYAL BABY SPITFIRE (.049)

3. Engines are to be equipped with standard vertical coil glow plugs only. No glow heads or flat coil Glo Bee type plugs are permitted.

HONDA CHASE BIKES

The Honda 70 and 90 motorbikes have long remained the overall preferred chase vehicles of FF'ers for at least the past three decades. However, Honda ceased production of both models over a dozen years ago, but resumed producing the 70 around 1990. A recent visit to a new dealership in our town disclosed that the 70 is once again out-of-production and there will be no new ones for 1995 model year. BUT, a computer check found that both '93 and '94 models were still available at $1395 and $1795 respectively. So, stock up now - the chances for future production runs are nil.

SOAP BOX (Important Stuff!) by HSM

The initial vote by the AMA FF Contest Board on the proposed rule changes for 1996 has been completed and the resultant "FOR" vote for Proposal FF 96-8 has me shivering in my houseshoes. FF 96-8 was one of three proposals being submitted which offered diminishing engine runs as solutions to curbing marathon flyoffs in AMA Category III FF Gas classes. This particular proposal would have engine runs reduced from the current 7,7,7,5,5,4 - 2½ min. maxes to 6,6,6,4 - 2½ min. maxes.

First, to effect influence on nipping a long series of flyoff flights, you must place a more stringent requirement on the "flyoff end" of the multiple flight sequence. FF 96-8, as you can see, does not change a single thing in this regard so how can this proposal be any better than what we have today? Obviously, it cannot!

On the other end, dropping the initial three 7's to three 6's is potentially a disasterous situation for "mediocre flyers" as well as being ineffectual in the curbing of marathon flyoffs for "good flyers". If "good flyers" can turn-out multiple maxes with ease at 4 secs and 2½ min. maxes, where is there any challenge for them at 6 secs and only 2 min. maxes?

Look at AMA ½A Gas, for instance. This class - considered by many as the "entrance level event" - has already been hit by new, relatively expensive, hi-performance engines most of which popped off the scene almost as quickly as they arrived. Cox-power still remains the mainstay for the "mediocre flyer" and of some of the "good flyers" and on a given day are competitive, but what if we cut his initial three official flights to 6 sec ER's? Certainly, rules which favor the interests of the "good flyers" at the expense of "mediocre flyers" are not in the best interests of the AMA competition programs. One FAI program which seeks the best-of-the-best is enough and offering "zilch" to the weekend competitor's vision of "fun and games"!

Loss of interest and participation in AMA Gas events by the "mediocre flyer" contingent is approaching disaster for all as I see it. On the other hand, offers a "boon" to NFFS Nostalgia Gas interests which offers 9 sec ER's in contrast to the proposed 6 sec spurts proposed by this rule change. Hey, Guys! we have an obligation here - let's not force the "mediocre flyer" out of the line just to streamline the process for the obvious convenience of the "good flyers".

My respects to R. Dunham who submitted FF 96-8, FF 96-9, and FF96-10 as possible fixes for the Cat III marathon situation, but it is my solid opinion that none of them resolve the problem at hand, but more importantly do offer considerable potential for undesireable after-effects - too many of which we can ill-afford to chance. Let's keep it like it is for another term - maybe a more effective solution will arise in the interim - 30!

(This article was sent to all CB members.)

MORE SOAP (Your Legislature in action)

Should we end up with a rule change which few of us desire, this may be why: When rule change proposals are first submitted, they are collected and printed in the appropriate media with instructions to direct any comments you may have to your respective AMA District Contest Board member. Let's say that you do just that. You have voiced your opinions to just one voting member of an (11) member board of decision-makers. How much of an impact do you think you have made in influencing any decision to your liking at this point? You could send out (10) more copies of your letter to the other board members at a cost of about a buck for copies and $3.20 in postage. This is really about all you can do in making yourself heard on an individual basis.

Generally, you can assume that those AMA members who would go to this length are quite few and are experienced and dedicated "good flyers" who may retain rather opinionated views on what is good or bad for FF. Year-after-year you may find the same "outspoken few" putting the pressure where it counts while the "silent majority" remain silent assuming the "outspoken few" will not let them down - well, don't bet on it! Why? Because the "outspoken few" are the only input getting to the ears of the CB's while the "silent majority remains silent. Does the "silent majority want FF 96-8? I doubt it!

HSM

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

Y&O PROPS - The Real Story.....

July 28, 1994

Dear Harry (Murphy),

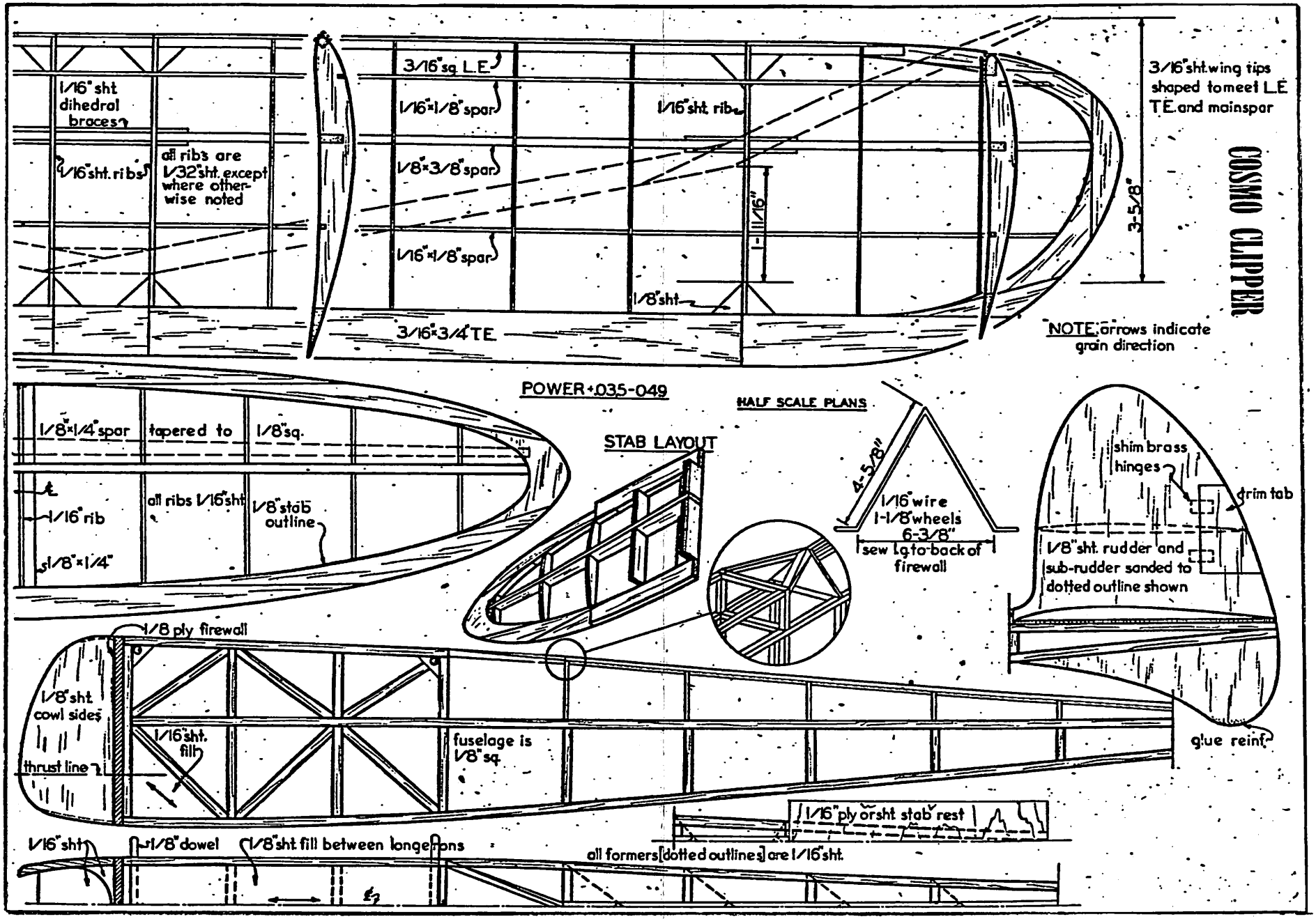
Your article in the September 1994 issue of Model Aviation brought back many fond memories, particularly when you told about wooden propellers, Henry Orwick, and J. C. Yates. There are some things in your article, however, which are erroneous, and I thought perhaps you'd like the really straight scoop. J. C. did not win the 1947 open CL stunt event (although he sure should have). The AMA rules at the time didn't have a way to give sufficient points for flying the whole nine yards of pattern that J. C. and the Madman performed because he was the original for such spectacular CL flying. They gave big points for extra line capabilities such as dropping "bombs" and throttleing back for touch and go landings but didn't have a system for scoring extra maneuvers. J. C. spent the whole week flying exhibitions all over the city of Chicago at AMA officials request because they realized what a fantastic step forward he had made. Further, the prop J. C. used wasn't a Y & O. It was a Thrustee manufactured by Don James and myself (Jack Strehlow). J. C. had used Rite-pitch 11"-8"p's and 12"-6"p's but was unhappy with both because the 12-6 didn't move the Madman fast enough with the Orwick 64 and the 11-8 wouldn't sustain velocity in a vertical climb. Don and I were free-flighters and had just finished our machine in the early summer of 1947. We were cutting 5"pitch freeflight props from 8" thru 13". I was also working for Henry Orwick as a machine operator and engine run-in specialist so through Henry met J. C. Upon hearing of his problem, Don and I tooled up and made J. C. a dozen custom 12" 7"pitch props to take to the Nats and they are what he flew with. He gave 11 of them away to other CL guys who showed talent, along with his wedge tank design (his "secret"). By Christmas, 1947 Don and I were 10,000 orders behind on Thrustee 12-7's because we had both gone back to college and weren't working the prop machine enough. Henry Orwick had taken our props on as a jobber and he, understandably, was unhappy with our poor performance because he felt he was losing engine orders for lack of props. It was at that time that the Y & O prop machine came into being and it was a direct takeoff from our design,. To be fair, the bladeshape was changed a little and I had built our machine using Henry's machine shop and advice in the first place. Actually, the first Y & O's hit the market in April, 1948. As to the Madman kits - Henry Orwick had nothing to do with them at all. J. C. had a buddy named Palmer (don't remember his first name) who flew with him - actually, I think they were the first guys to fly combat - with two Madmen!! Wow! That was something to watch. They developed a partnership and put the Madman on the market. As an interesting sideline point, Palmer lost all four fingers on his right hand cutting ribs for the Madman kits on a punchpress die, but learned to fly left handed. Don and I split up over Thrustee business matters about July of 1948, and the machinery was never operated again.

Bob

Best regards,

Jack

Jack Strehlow
P.O.Box 5497
Lake Montezuma, AZ 86342



"COSMO CLIPPER" - An Early 1/2A Nos Gas design by Sid November from the pages of the 6/52 Flying Models mag. Just double the size of this page for a 30", 150 sq in model. T'was also originaly built in (6) other sizes from 220 to 890 sq in. Was also flown as a PAA-Load. Airfoil is a Davis #5. The design is certainly a snap to scale.

PERTINENT POTPOURRI - Stuff you may wish to know.....

o 1995 AREA CONTEST CALENDAR

See the backpage (12) for the current contest schedule as of 2/21/95 which replaces the 11/14/94 listings of our last issue. Revisions include the movement of the M.A.M. O.T. Meet from June 10/11 to June 17/18, and the FFMAS FF Meet moving from June 17/18 to August 19/20. One meet is still flitting about, but is currently hovering over July 15/16 at Muncie awaiting AMA blessing. This is the Intercity FAI affair - contact Chris Matsuno for the latest details. The remaining dates appear firm at this writing.

o BUD BROWN WRITES

Bud sez an interesting thing happened shortly following the Lawrenceville TCAC FF Meet of early October last. It seems one of the Aviation Board members and the L'ville Airport Manager were havingbreakfast at a Vincennes hostelry wherewith they were approached by the new hotel manager (a lady-type) who thanked them for all they had done in promoting the foregoeing free flight contest thing. She quoted "140-plus" rooms were taken by people attending the event. Bud said that the board member and the airport manager were both beaming with pride in relaying the incident to him and commented that the affair had certainly aided the local economy. (Bud said that he made no inquiries of the pair as to the lady's questionable knowledge of mathematics...) "Way-to-fire, Bud! FF wins one for a change!

o PLAN-IT INDUSTRIES - (.020 FF Plans)

Fred Guilfoyle of 15121 62nd Ave. W, Edmonds, WA 98026 is making it known that he has started a new cottage industry business which is generating .020 size gassie plans of approximately 160 sq in which are reduced renderings of the more modern classics. These include designs such as the STARDUSTER-X, SHOCER, GYSOB, TRIGGER, HYDROSTAR, PILFERED PEARL, RAM ROD, TOP BANANNA, and others. He is also peddling a neat lightweight "flashy tape" that is highly reflective - plus other FF supplies. Give him a shot by sending a SASE for further info and prices (most plans are about $5.75- plus postage). Tell'em the INFORMER sent you! (Does this set the stage for another competion gas event? Well, may be....)

o ONE-DESIGN EVENTS - ONE SET OF ROOLES, PLEASE!

One-Design events are certainly not new and are good fun. Plus, add tasty sauce to any contest. However, it is unusual that the supposedly same event gets initially staged at back-to-back contests at the same site with event rules so drastically different from one another. At any rate, the situation arises at Muncie this spring. The "one-design" is the three 1/2A STARDUSTERS designed by Sal Taibi, however, the similarities to commonality cease abruptly at this point. For instance let's peruse the following:

ITEM	THERMALEERS Meet (5-6/7)	E. ADVENTURE (5-20/21)
Engine Eligibility	½A Cox TD, H.Hornet, or similar vintage engine.	½A Cox TD ONLY.
Flight Rules	NFFS Nos Gas Rules. (9 sec ER's and 2 min. maxes.)	AMA Cat III Rules. (7,7,7,5,5,4 - 2½ min. maxes). At least one 7 sec flite and all flyoff flites are to be VTO.
Entry Fees	$.50	Covered in initial $10 entry fee.
Awards	Trophy, bragging rights, and all $.50 feesto win'r.	Plaques thru 3rd place.
Event Staged	Fly either Sat. or Sun.	Sat. eve - 4:30 to 6:00 pm

(over)

o ONE DESIGN EVENTS(Cont. from page 7)

Obviously, the two meet sponsors have clashed heads accidently , however, if this event concept is to be an ongoing thing, let us pray for a sensible compromize on rules after a fair evaluation period. Have-a-heart, guys! Many of us eagerly await the opportunity to participate in the event, but would prefer universal rules. We hope the individual sponsors may soon hold hands, gather around the Maypole, and sing in unison. We'd appreciate it! We'd appreciate it! Enuff said.....

o THE "KILLER BEES" ARE HERE!

Cox Products is supposedly to begin marketing a new .049 and .051 reed valve engine this month. Appearance-wise they look like some of those engines we use to extract from their plastic RTF controlline models - that is - plastic backplates and no fuel tank. Cox is claiming use intent for Nos Gas and C/L Mouse Racing, so at least FF is mentioned in the advertising of a new engine product for a change. We have not seen this for ages! Preliminary info indicates a $35.44 retail price. We also hear 19K rpm's out-of-the-box (The size prop and % nitro is not known). If they can compete with our worn-out Holland Hornets, we could be in business. Anyway, Good Show, Folk's!!

o SAM ANTICS

Over the years, SAM has experienced more internal strife than all the other FF modeling organizations put together. Consider the engine controversies of the 70's, and the nixing of thermal finding aids a few years ago just to flag a couple. FF'ers still complain about the results of both issues and point to "cross-over voting" as the dirty culprit involved. There is probably much truth in this assessment, however, it does not have to be this way. It is no secret that the FF contingent of SAM is quite "conservative" in preserving the original concept of SAM, whereas, the R/C Assist element is most "liberal" in comparison - permitting such liberties as scaling, deviation from design, catering to a myriad of glo events including the use of modern high performance racing engines, and the like.

So be it, but why should we continue along year after year with one group causing misery to another because a particular rule change may be desired in R/C Assist while causing havoc in FF circles - and vice versa? If this situation could be mended, then FF and R/C Assist might become welded in friendship forever.

Surprisingly, the solution may be to drive the wedge between SAM FF and R/C Assist all the way to the bottom-of-the-bucket! You make your choice - your basic interests are either akin to FF or R/C - you cannot be both! Yeah, I know, you fly a little R/C on the side - or the other way around. Actually, these fellows are a bit of the problem and may not be very well informed as to how a certain issue affects the group in which they just "dabble" rather than take a serious interest. The confirmed FF'er or R/C Assist flyer should be the one's to make the choices as to the rules which affect their respective activities. Hard words, but generally true.

Should all SAM members be assigned a "FF" or "RC" designation as a suffix to their current SAM number (ie - SAM 747 FF, or SAM 747 RC), then votes on any issue may be easily segregated as to the desires of each faction - each of whom may live happilyever-after without fear of forced legislation from their sister-group.

Personally, I've had it with "cross-over" voting and the descension it leaves in its wake. Can't we make a "common sense" move now and bury this thorn once and for all? PLEASE!

o NEW AMA MUSEUM BOARD

George Aldrich is to chair a new board which has been set up to direct the future of this facility. The museum is "super"! You gotta see it even if you have to come from miles away!

THERMALEERS CAT III MEMORIAL FREE FLIGHT CHAMPS

AMA SITE **MUNCIE, INDIANA** **MAY 6 & 7, 1995**

FRIDAY, MAY 5 = PRACTICE DAY

SATURDAY-MAY 6 - 9 to 5 EST

1/2A AMA GAS
B AMA GAS
A/B NOS GAS
A/B OT GAS CABIN/PYLON (SAM)
.020 REP/1/4A NOS GAS
MOFFET RUBBER
OT RUBBER CABIN (SMALL)(SAM)
OT RUBBER STICK (LARGE)(SAM)
MULVIHILL (AMA)
H-HELD CATAPULT GLIDER AMA

ENTRY FEES:
$10 for first event $5 = 2nd, $3 = 3rd
All events = $20
JR/SR = $5 (Covers 1 event) $2 each add'l event - $10 Maximum

AWARDS:
Beautiful trophies to third place in all events. Hi-Point Award based on your four best events.

CONTEST DIRECTOR
ROY WHITE
1025 CEDAR STREET
CATAWISSA, MO 63015
314-271-2243

SUNDAY, MAY 7, 1995 8-4 EST

A AMA GAS
C/D AMA GAS
1/2A NOS GAS
C OT GAS CABIN/PYLON (SAM)
COUPE
OT RUBBER STICK (SMALL)(SAM)
P-30
OT RUBBER CABIN (LARGE)(SAM)
HAND LAUNCHED GLIDER

STARDUSTER - 1 WINNER
T.D. ENGINES OK-NOSTALGIA GAS
RULES - FEE $ .50 CENTS
Send SASE for rules to Lou Merlotti
9214 Mackinaw, St. Louis, MO 63123

RULES:
- AMA Events per AMA Rule Book
- Nostalgia per NFFS Rule #5
- Old Timer per SAM Rule Book, except only approved original or repro engines are permitted. No diesels or glow conversions.
- Moffett Rubber Rules published in Model Aviation 1-94.
- GO SLOW with chase bikes.

Women and children first! It's

Excellent Adventure IV

2-Day Free Flight Contest

May 20-21, 1995

National Flying Site -- Muncie, IN
AMA Sanctioned (AAA) -- Category III

Saturday, May 20 9:30 - 4:30 EST
1/2A Gas (JSO)
ABC Nostalgia (JSO)
HLG (J) (SO)
P-30/Coupe (JSO)
Pee Wee 30 (JSO)
1/4A Replica/Nostalgia (JSO)
.010 Nostalgia
1/2A Starduster (see below)

Sunday, May 21 9:00 - 4:00 EST
1/2A Nostalgia (JSO)
Open Rubber (J) (SO)
Hand-Held Catapult Glider (J) (SO)
ABCD Gas (JSO)
F1J Power (JSO)*
A1/A2 Nordic (JSO)*
Early 1/2A Nostalgia (CIA rules)
* Five 1-hour rounds (9 a.m. start) Flyoffs @ 3 p.m. as req'd.

Saturday evening (4:3? - 6 p.m.): Open 1/2A Starduster: Fly any stock 1/2A Starduster (engines up to TD only) to Cat. III AMA rules. Got an old 'Duster around? Dust it off & bring it out! AT LEAST ONE REGULAR FLIGHT AND ALL FLYOFF FLIGHTS WILL BE VTO!

New for 1995: 1/2A High Point. Scores from 1/2A Gas, 1/2A Nostalgia, 1/2A Starduster, and Early 1/2A Nostalgia will be combined for the Jim Haught Memorial 1/2A High Point Award. We will probably use a 5-4-3-2-1 points system.

Cover charge: $10 for all open events. Juniors and Seniors FREE. A portion of each entry fee goes to AMA for site use fees of $50/day.

Plaques will be awarded each day for first through third places. Merchandise awards as time, benefactors, and finances permit. Merchandise priority will go to Junior events.

.010 Nostalgia: 10 second engine run, 2 minute max; no mechanical timers; ratio flight scoring a la Pee Wee 30. Otherwise per NFFS rules for eligibility, etc.

NFFS Nostalgia rules for model eligibility will be strictly enforced. No "ghost" Ramrods, sheeted Space Wamps, etc. CD's decision on eligibility is final.

No more than 1 max will be recorded per trip to the CD's table. Unrecorded flights over 1 will be considered **VOID** (except 3 for HLG).

Be kind to our neighbors! A map showing accessible retriveal areas will be available. Do NOT enter restricted-access areas under ANY circumstances!

Contest Director: Jim Haught
4629 East 150 North
Anderson IN 46012
(317) 378-6879

A N N O U N C I N G ' C O F F C ' A N N U A L M E E T

Held At : AMA Field (Muncie Indiana)

Date : June 3-4, 1995

TIME: **SAT.** 9:00 AM to 5:00 PM EST.
SUN. 9:00 AM to 4:00 PM EST.

Events Flown June 3'rd :

***** Time: 6.00 PM to 8.00 PM
** .010 Fly Anything; 10 sec
** engine run, 2 min max. NO
** engine timer allowed.

** Jimmy Allen Rubber; fly
** any of his rubber designs,
** 2 min max.

ABC	Nost Comb	(JSO)
	Pee Wee 30	(JSO)
A	OT Pylon/Cabin	(JSO)
OT	Stk/Cab Rubber(Large)	(JSO)
CD	AMA Gas	(JSO)
F1J	FAI	(JSO)
	P30/Coupe	(JS/O)
	HH Catapult Glider	(JS/O)

Events Flown June 4'th :

	Mulvihill Rubber	(JSO)
1/2A	Nostalgia	(JSO)
A/B	AMA Gas	(JSO)
.020	Replica & 1/4A Nost	(JSO)
BC	OT Pylon/Cabin	(JSO)
OT	Stk/Cab Rubber(Small)	(JSO)
1/2A	AMA Gas	(JS/O)
	OHL Glider	(JS/O)

B E A U T I F U L

T R O P H I E S
First thru Third place awarded each day. JS class will have special awards.

Entry fee for **OPEN** contestants will be $10.00 for the first event, and $2.00 for each additional event. All Juniors and Seniors fly **FREE**. Motorbikes can be used to chase models,helmets are optional.

********** C O N T E S T R U L E S **********

AMA safety regulations will be **STRICTLY ENFORCED**.

AMA events endorse Category III rules.

Hand Held Catapult Glider will endorse CIA Hand Held Catapult rules.

Old Time .020 Replica and 1/4A Nostalgia will be 9 second engine run, hand launch, and 2 minute maximum flight time.

Nostalgia gas events will endorse 'NFFS' rules with 9 second engine run, hand launch, and 2 minute maximum flight time.

Pee Wee 30 event will endorse West Coast Orbiteers rules with a 2 minute maximum flight time.

Old timer events will endorse ' S A M ' rules, but use only original ignition engines, no diesel, conversion or glow engines allowed. Weather permitting, engine run will be 16 seconds, 2 minute maximum flight time.

FAI F1J will be flown by rounds starting at 0900.

Contest Director : Larry Willis

For More Information Contact :
Larry Willis
10303 Peatmoss Rd.
Utica, Ohio 43080
(614) 745-5314

1-95

1995 President
Guy Scott
Vice President
Roger Lane
Sec'y/Treasurer
Harry Murphy

2348S, 700W
New Palestine, IN
46163

The INFORMER

1995 Area FF Contest Calendar - (AMA Districts 3, 6, & 7)

Apr	7-9	Toledo, OH	41st Toledo R/C Expo
May	6-7	Muncie, IN	Thermaleers FF Meet
	7	Columbus, OH	MECA Collecto
	14	---	MOTHER'S DAY
	20-21	Muncie, IN	Excellent Adventure FF Meet
	27-29	---	MEMORIAL DAY WEEKEND
Jun	5/31-6/4	Johnson City, TN	USIC
	3-4	Muncie, IN	COFFC FF Meet
	11	Bong, WI	Aeronuts O.T. FF Meet
	17-18	Sturgis, MI	M.A.M. O.T. FF Meet
	18	WPAFB, OH	(Practice Weekend)
	26-30	Muncie, IN	NFFS USOC/AMA FF NATS
Jul	1-2		
	8-9	Bong, WI	FAI & IMAC AMA FF Meet
	15-16	Muncie, IN	Intercity FAI FF Meet
	22-23	WPAFB, OH	CIA 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
	19-20	WPAFB, OH	FFMAS FF Meet
	20	Bong, WI	Aeronuts O.T. FF Meet
	27		
Sep	2-4	---	LABOR DAY WEEKEND
	10-15	Colorado Sprgs.	SAM CHAMPS
	16-17		
	23-24	Muncie, IN	CIA FF Meet (AAA)
	30-1		
Oct	7-8	Lawrenceville,IL	TCAC FF Meet
	14-15		
	21-22	WPAFB, OH	(Practice Weekend)
	28-29		
Nov	5	Columbus, OH	MECA Collecto

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

This schedule as of February 2, 1995.