CENTRAL INDIANA AEROMODELLERS

INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Pigs aren't carrying sticks!

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

Issue # 2/95 March/April Price $7.50/yr.

VA .049 Stuff !! - by George Aldrich (MJW edits)

Agent **George Aldrich** reveals what he's found out about the VA .049. I'll try to highlight his setup tips, as the full report (CL Combat, RC Pylon & Aerobatics, Sport) wouldn't fit in this issue! We'll stick to the FF stuff ....

First, the complaints ... George sez the crankcase doesn't leak at the joint, if it's mounted properly: also, the inconsistent setting problems weren't due to the needle valve, but from running the head too close. Additionally, the VA runs so cool (remember the Shuriken ?) that it won't blow plugs on high nitro, even tho' overcompressed!

Before we delve into the various items (head clearance, timing, props, etc.), George reminds us that the variables are inter-related - the recommended prop works best with a specific timing with a specific head clearance, etc. Can't have one without the other, so to speak!

Timing: The distance (a negative number) between the top of the piston and base for glowhead shims @ TDC. Tolerance +/- .001", and no head shims installed while measuring. **Best results with -.004" clearance @ TDC.**

Head Clearance: **Cox 1702: .005" min. VA Nelson-plug head: .007" min.**

The VA .049 responds unfavorably to being overcompressed! The clue is the engine gets hard to needle @ peak rpm, not responding to richening mixture, whereupon it suddenly quits! In addition, the engine will develop more power by 200-300 rpm on the bench by setting the VA-Nelson plug head to .002" clearance, but plug life is markedly shortened and in-air output suffers.

Proper head clearance results in the engine readily accepting a needle setting which causes the engine to break into a fast and reliable 4-stroke condition. And the easiest, most reliable way of measuring head clearance is to first accurately measure negative clearance as in "Timing" section, note this dimension and then measure complete stack of head shims upon installation.

Props: **APC 5.50" X 2", stock or cut to 5.25".**

Glowheads: The VA-Nelson plug-head conversion is recommended, yielding up to 1000rpm over a Cox 1702-equipped unit, when propped to run in the 26K to 28K range. As a bonus, Nelson plugs are less expensive and more reliable, and the **"Standard" model is recommended** over the "HD" version.



Fuels: PowerMaster 40%, 50%; Sig 35%. Serious Fuel: 65% nitro / 17% propylene oxide / 18% Klotz KL100.

Needle Valves: Remove collett nut, use medium-size silicone tubing - *in compression* - to hold needle in position, and seal assembly. This is easy with "short" needle, as knurled wheel is large.

With needle set to running position, measure distance between case and wheel. Cut tubing about 1/16" longer. Remove needle, install thin washer on needle, slip tubing on needle and reinstall.

(cont'd p. 4)

CIA Welcome Mat .... Let's give a belated Welcome Aboard to new Agent **Daniel Briehl** from Sheffield Village, OH; then say *Hi!* to West Coast Agent **Terry Thorkildsen** from Thousand Oaks, CA. (Terry's recently written up results of his tests on Nostalgia motors - which we'll run in a future issue of the Informer. Thanks, Terry!)

In case I haven't already mentioned it, make sure you send off for your latest **'W-Hobby'** catalog. Loads of F1A & F1B goodies, from completed models, thru semi-kits, wings, stabs, front ends, to components (tailbooms, blades, timers, wing wigglers, "buntrollers" - you name it!). Prices seem reasonable enough, and you pay after the merchandise is shipped! Unheard of!!

According to their advertising; "You can try to find better, but it will be only a waste of time." Sounds like the old Herter sporting goods catalog!

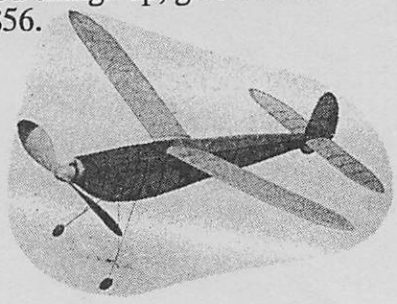
To get yours, contact: W HOBBY, c/o Vidas Nikolajevas, Vilniaus 237-24, 5400 Shiaulai, Lithuania. (Tel/Fax: +370-1-490011)

Flying Aces Contest .... Don't forget this Scale Spectacular at WPAFB, Sunday July 23 9AM to 5PM (just upfield from the CIA O.T. Kontest!).

There's not enuf room in this issue to run their full-page flyer, but we'll plug the contest by listing the events: FAC Scale; FAC Jumbo Scale; Embryo Endurance; Full FACtor Peanut; No-Cal Scale; Dime Scale; Watson Unlimited Challenge (24" of 1/8" FAI Tan, best 2 of 3); Wright O.T. Electric (design prior to '46); WWII Dogfight; WWII Combat and WWII No-Cal Combat, (last 3 events mass launches).

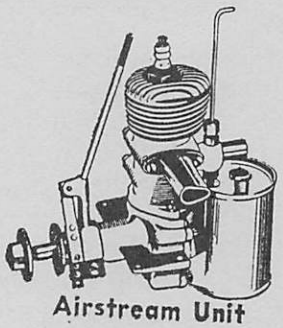
For more info, contact; Frank Scott, 6633 E. Lefevre Rd., Casstown, OH 45312-9750. Ph: (513) 335-3057.

Jim O'Reilly .... (4760 N. Battin, Wichita, KS, 67220) would like you all to know that he's now offering a plans service, featuring some neat gas & rubber "evergreens". The drawings are done with a professional CAD package; and what I can tell from his plan catalog, look really good! $2 gets you the catalog of his offerings. If you'd like to speed things up, give him a call at (316) 744-0856.



Agent **Gil Morris** comes thru again! He's furnished us with the 3-view of Tom Suter's 1940 *Bullet* on the facing page. The model has just been approved as a SAM Old Timer, and Gil is familiar with this Bantam-powered ship, having proxy-flown it for Tom to a contest win in 1941! Gil was so impressed by the ship, he built one for himself shortly thereafter. Both Tom & Gil's models were all-yellow.

Gil believes that Tom might have been a bit influenced by Carl Goldberg's *Valkyrie*!



Airstream Unit

Out-Of-The-Area Contest Schedule - by Murph

Hal Lorimer (307 Anchorage Bay Rd., Elizabethtown, Ontario K6V7C8, Canada) has supplied the following info and asked that we relay it to our Informer readers. Consider it done!

```
Jun 10-11 SAM 86 "Spring Warmup"
          (O.T. Gas & Rub)
Aug  9-11 SAM 86 "Great Grape Gathering"
          (O.T. Gas & Rub)
Sep  2-3  Eastern Canadian Open
          (O.T. Gas & Rub)
```

All of the above are at Gananoque, Ontario airport, 15 mi. west of Thousand Islands International Bridge - north of Syracuse, NY.

Also, the following:

```
Jul  8-10 Canadian NATS, Camp Borden,
          Ontario.
Jul 15-16 Flying Aces Club Meet,
          Geneseo, NY.
```

If you reside in, or intend to be visiting the area in 1995, you will want to take note of these events. Thanks, Hal!

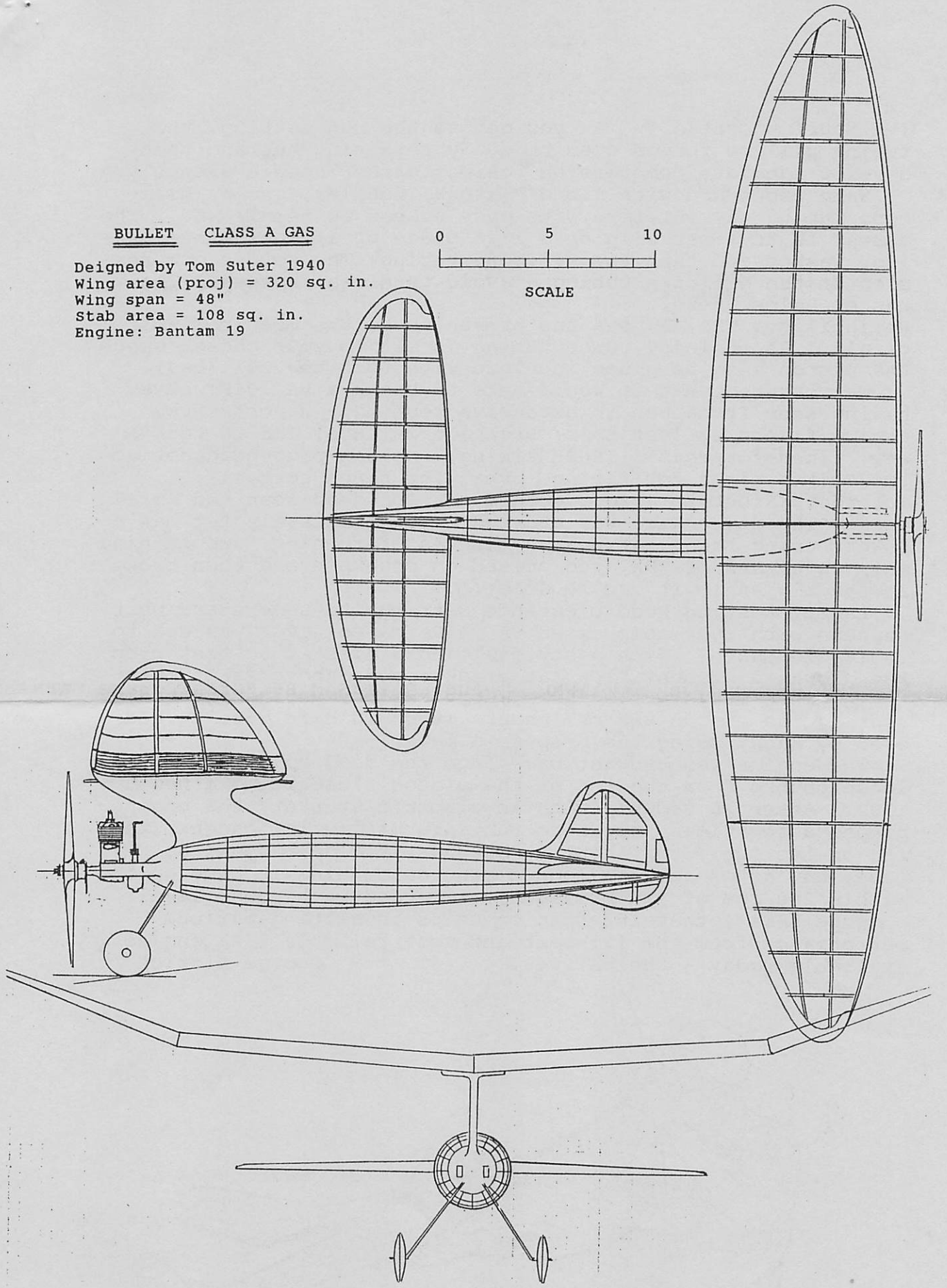
For those of our readers who have a wistful interest in the saga of West Baden, have you heard the latest?

They're trying to save this historic building by putting a riverboat casino in an adjacent man-made channel ("boat-in-a-moat"); a thinly-veiled attempt to bring land-based casinos to Indiana, according to critics in the Senate!

Grand Casinos of Minneapolis seems willing to pump $22.5 million into refurbishing the crumbling hotel - viewed by the Historic Landmarks Foundation of Indiana as the last real hope to save the place! It's days may be numbered, unless a miracle occurs in the Indiana House. Pretty sad, what's happened to the grand ole gal ... - MJW

BULLET CLASS A GAS

Deigned by Tom Suter 1940
Wing area (proj) = 320 sq. in.
Wing span = 48"
Stab area = 108 sq. in.
Engine: Bantam 19



(VA Stuff - cont'd.) As you get to the run setting, the tubing will be forced over the body retaining nut and then develop adequate compression against washer/needle assembly.

Same procedure with "long" (stock) needles, except silicone tubing may intefere with easy access to needle end. The answer is to first slip on a 1/4" piece of 1/8" aluminum tubing, washer and then the silicone tubing. The key is compression of the silicone tubing - avoid torsional forces. The washer helps, here.

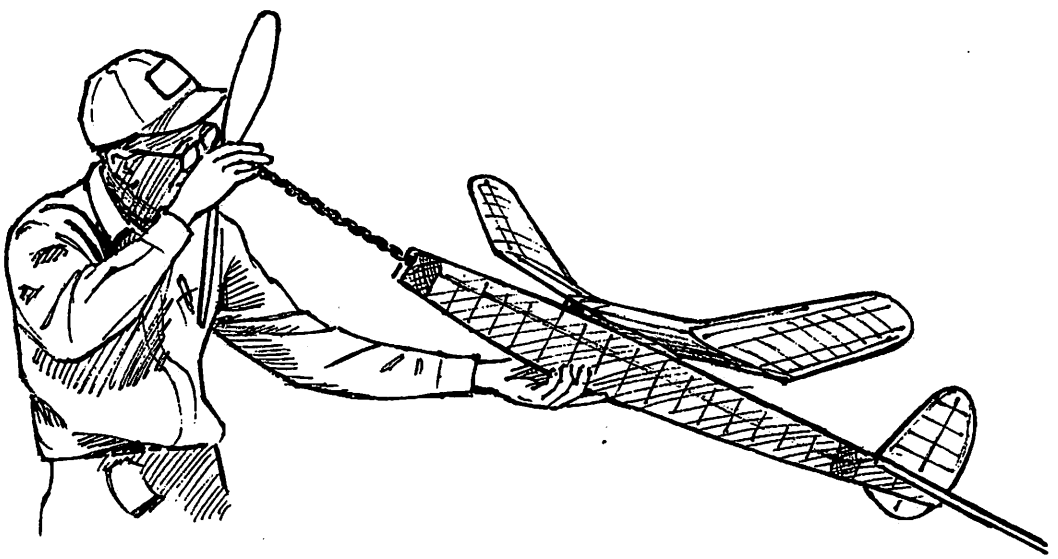
Reliability: The VA .049 has proven to be the most reliable of all 1/2A engines. Once timing is set to your chosen specs the piston must be glued in place with Loctite #271 (red).

We wondered what it would take to break a VA .049, never having seen it happen in extensive testing. Reports from active flyers reflect this: breakage is rare! So we took a new, timed-for-revs (-.002" timing), Nelson-plug-head set at .002" (too tight for flying, great for bench horses!), Tornado 5X3 cut to 4.25", needle set for dead-lean and 65/17 fuel. The new engine was started, set immediately for max power, using tach. At near 2 minutes of running, and turning well in excess of 29k, rod seized on crankpin and then broke at the big end! It can be done ....

Later, testing head clearance settings to understand what happens with over-compressed VA .049s, a Cox 1702 was set to .001" clearance. With nasty fuel and a 4.25" X 3" test prop, the glowhead element blew (at crank speeds above 28K), shattering into many small pieces, stopping the engine and badly scoring the piston and cylinder. It could barely be turned over by hand, using the prop as a lever!

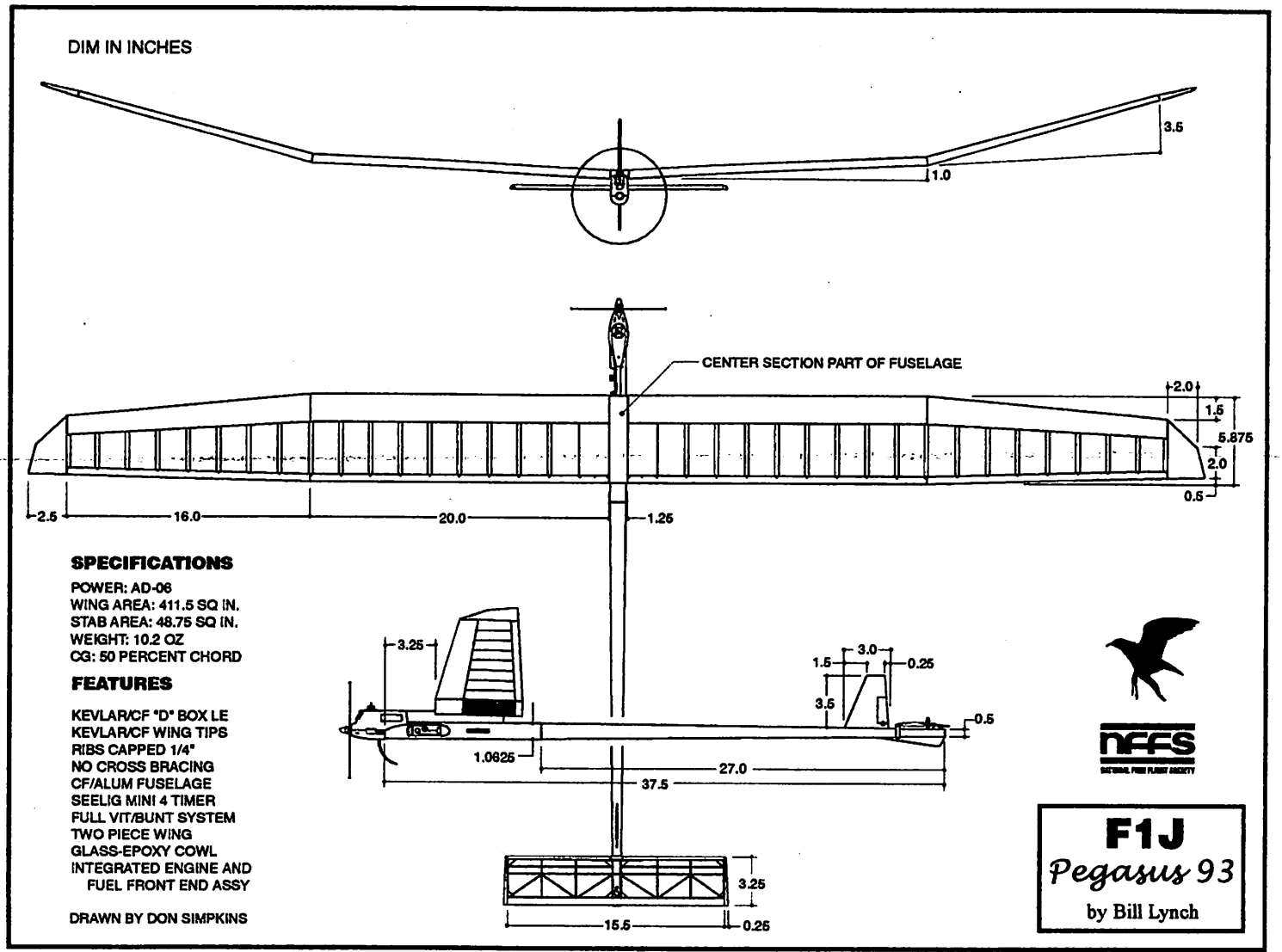
The engine was brought back from the dead by wiping the loose chunks from the top of the piston, installing a new 1702. After 25 seconds with an electric starter, the engine popped a few times, began to run intermittently, caught, then ran on its own. For about 30 seconds it didn't sound so good, but after another couple minutes running it came up to within 200 rpm of its previously recorded best power level!

Hope this latest information helps in getting maximum performance from the lightest and most reliable 1/2A engine available today - the VA .049! - George Aldrich



F1J PEGASUS 412

The May 1994 issue of Model Aviation traced Bill Lynch's record setting F1J HURRY-UP I and II, plus his initial PEGASUS designs from conception to then current status. Bill followed with an even larger model of over 400 sq in. which subsequently won the '93 USFFC F1J event under flyoff conditions. A 3-view of the model follows. This '93 PEGASUS sports all the features akin FAI F1J power with outstanding results. Full size plans are available, plus a hardware, AD engine; and "body parts" listing,from its creator by sending $15 to Bill Lynch, 11137 Creekhaven Ct., Auburn, CA 95602. Tell'em the CIA INFORMER sent you!



++

"Final Notice!"

Thanks to all who responded to our last sales pitch in the #1-95 issue. This is our final effort to break even:

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....)

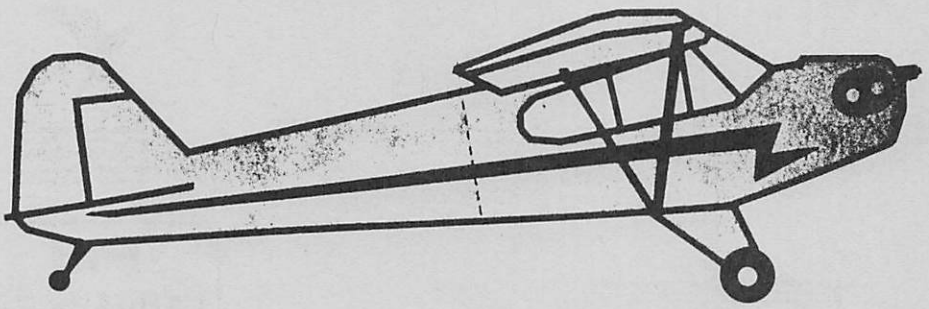
MOTEL HELPER -'95

Since last fall, the Muncie Visitor's Bureau has been adamant about the Muncie motels being full-up for a number of our '95 Muncie flying site events. They also stated that the Anderson motel situation was not much better. Wrong! At least not in Anderson as subsequent inquiries resulted in no such situations in the Anderson area and some motels had not even started their '95 books at that time. The Muncie Visitor's Bureau controls motel bookings in their area, however, the Anderson Visitor's Bureau has no similar deal with motels in their immediate sphere of influence. (The Muncie folks have been in error on previous occasions in this regard). At any rate, some of our area flyers are receiving phone calls from out-of-towners who are already striking out with Muncie motels. Our advice is to try the Anderson facilities first, but PDQ - you can always cancel should you not be able to attend when the time arrives. The Anderson motels are all at the I-69 and St. Rd. 9/109 exit which is about 20-25 miles from the flying site . Here are some price comparisons based on AARP discounts for 1 Adult - plus tax which Hank Nystrom checked a year or so ago:

Motel 6	- Anderson	- $24.95	-	(317) 642-9023
Comfort Inn	- Anderson	- $28.66	-	644-4422
Best Inn	- Anderson	- $31.88	-	644-2000
Best Western	- Anderson	- $45.90	-	649-0451
Holidome	- Anderson	- $53.10	-	644-2581
Lee's Inn	- Anderson	- $46.00	-	649-2500
Holiday Inn	- Muncie	- $42.30	-	288-1911
Super 8	- Muncie	- $35.89	-	286-4333
Days Inn	- Muncie	- $38.00	-	288-2311
Signature Inn	- Muncie	- $54.00	-	284-4200
Super 8	- Daleville	- $33.19	-	378-0888

(No effort has been made to include small "mom and pop" type motels - of which some may not be up to franchize standards. There are 2 or 3 on SR 67 between the site and the Anderson motel complex) Good Luck! See ya there!

++



Bryan Murphy, 8, sez this is one of Bill "ole yeller" Hale's favorite models, but "you have to paint it yellow ...."

++

BO KNOWS (Bo Clinton, that is)

Bo sez he was test running an OK CUB .049 (for 1/2A Early Nos Gas use) which was running its usual erratic unsteady pattern when he inadvertantly placed a business card behind the turning prop and venturi to just in front of the cylinder - thus shielding the exhaust ports. The result was instantaneous as the engine smoothed out and rpms jumped about 500 revs. Bo sez you can get the same results by using a long venturi insert to put the venturi opening above the level of the exhaust slots. (OK produced these extensions in different lengths. Use a long one - or make one of appropriate size aluminum tubing)..... How come we didn't know all of this good stuff 45 years ago?

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

The following article was "stolen" from the initial issue of THERMAL JOURNAL" - a new pulication of the WNYFFS.

My Brooklyn Reminiscence

I lived my first 24 years in Brooklyn, center of Free-Flight in the thirties. When Goldberg, Shulman, Struck, Taibi and many others were forming the sport at Hicksville, the famed Long Island flying field, I was an adolescent. In 1941, when the War temporarily halted their heroics, I was eleven years old. I can't claim that Carl Goldberg patted my head and said, "You've got a brilliant future in Free-Flight, my boy." I was too young to see his Clippers and Zippers, not to mention Valkyries. Carl's younger brother was my high school classmate. He became a nuclear physicist. Each year at the Nationals, Carl would proudly tell me of his accomplishments.

In those days, Model Airplane News and Air Trails published contest results and flying news in detail. Poring over them, it was easy to believe that I was on the field with the guys. Not so; I tried to build over 100 "Dime" models before 1943 and none ever flew. Most of them were thrown from second-story windows with their stabs on fire.

Then there was an amazing breakthrough. In 1944, while my heroes were in service, my Comet Sparky struggled into the air. Only the bottom surfaces of the wing and stab were covered as I had concluded that the tops had no useful function; a brilliant aerodynamicist even then.

In 1945, the guys and engines returned. My first engine was to be an Atom .099. For a $5 deposit, Polk's in New York City issued a certificate promising the engine. I admired the certificate daily and called Polk's weekly, but my Atom never appeared. They refunded the money and took back the certificate. It would be a collector's item today. The Atom might have ruined my free-flight career as it was not a good motor. I have never owned one.

Thermal Journal

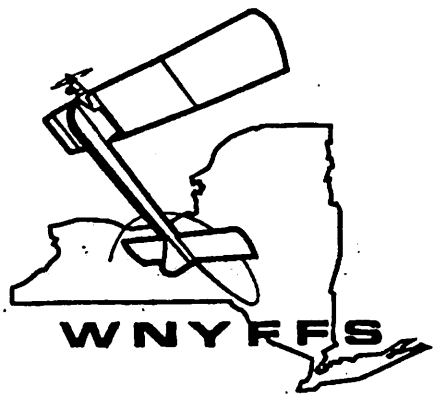
Published by the Western New York Free Flight Society

Bill Effinger Sr., who was Berkeley Models, offered me an Ohlsson .23 with coil and condenser for $18. It was a boon, as many dealers overcharged for the scarce engines.

My visit to Berkeley was memorable. I took a subway train to downtown Brooklyn and the DeKalb Avenue trolley to the building. Mr. Effinger took me on a tour of the factory where six women were assembling Buccaneer kits. With bundles of balsa, they walked in line around a large table on which were a couple dozen boxes. They placed the requisite sticks and sheets in each box. Just as Henry Ford might have done it, Buccaneers rolled off the production line. Berkeley was a distributor with a large stock of model supplies. The unforgettable aroma of balsa wood, rubber and airplane dope heightened the pleasure of the visit. A few months later at Hicksville, my O&R .23 was lost in a Playboy Junior. Almost fifty years later, the memory is still painful.

There must have been more than 100 hobby shops in New York City. Polk's and Jasco stand out in my memory. Polk's occupied a 5-story building at 314 Fifth Avenue, a block south of the Empire State building. The ground floor, about 2000 square feet, was exclusively airplanes. I was never on an upper floor until 10 years ago. Of the great fliers who worked there, I remember Gil Shurman and Aubrey Kochman.

Jasco was the domain of Frank, John and Christine Zaic. Recently, Bob Hatschek reminded me that there was another brother, Albin, who was never seen. He cut balsa and lived his Jasco life in a back room, covered in balsa dust.



Jasco was on the second floor of a building on East 15th Street in Manhattan, about a mile south of Polk's. It was a 40-minute subway ride from Brookyn to Union quare and then a two block walk. The aroma of cut balsa could be detected at least 500 feet away and it becme overpowering in front of the building. Frank worked at a desk behind the counter where he took money and probably drew plans. I think Christine was the book-keeper, and John was always around but I never knew what he did. Of course, the invisible Albin was in the back, eating balsa.

A typical Saturday morning visit to Jasco went this way. I would select about ten sheets of hand-launched glider wood ($1 worth), and present them to Frank. He would inspect each piece and ask its intended use. He would ceremoniously reject most of my choices and take me to the wood pile for the right stuff. It was a opportunity to learn from the Master. I should have paid more attention. Sadly, Jasco ended its life in the Fifties. There was a falling-out among the siblings and Christine took the business. She renamed it Jetco and remained in business in the New York area for another decade. Somewhere in Manhattan, Albin may still be cutting balsa.

Those were some of my "Good Old Days". §

by Bill Prensky



Early 1/2A Nos Gas for 1995!

ATTENTION! - The 1995 Early 1/2A Nostalgia Gas Rules as Published in the #1-96 issue of the C.I.A. INFORMER were incorrect! Please use the following:

Dated 3-15-95

Rules are same as NFFS 1/2A Nostalgia Gas except:

1. Scaling of eligible designs is prohibited.
2. Only the following NFFS Nos Gas eligible 1/2A engines are permitted:

K&B .049 Torpedo	OK Cub .049 (original)
Wasp .049	OK Cub .049 A
Spitzy .045	OK Cub .049 B
Spitzy, Sr. .049	OK Cub .049 X
Baby Spitfire .049	(not .049 R reed valve)

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

"Sorry for the inconvenience!"

The above postcard trailed closly behind our last issue. I hope this caused little inconvenience, if any, to anyone. Also, a clarification appears to be in order on Nelson glow plugs. Although Nelson plugs incorporate vertical coils, they do not meet the criteria of "standard vertical coil plugs" as they have non-standard threads and require custom head seal revisions to seat properly.

Questions as to "Why not Atwood .049's?" steadily arise on a now and then basis. When we get the time to evaluate"Texas brags" that there are some which will turn 25,000 RPM, we will make a decision one way or the other. Until then, don't throw'em away!

==========

RANDOM RUNNINGS - 'Tis no secret that RPM readings are subject to things such as humidity, fuel, props, as well as the differences in tachometers themselves. Anyhow, the following may be of interest as guideposts to your individual findings in evaluating an engine for Early 1/2A Nos Gas use:

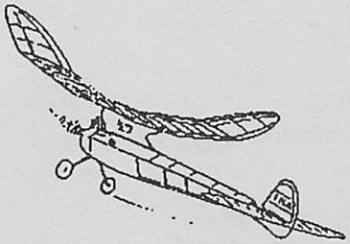
Fall of '93 - I ran (12) Wasps - all used - as they dropped out of an old cigar box. All were run on the same Top Flite 5-¼ x 3 nylon prop, 40% nitro (which was probably too high), and all the same day with readings from 12K to 16.3K. I concluded anything over 15K to be good for a Wasp.

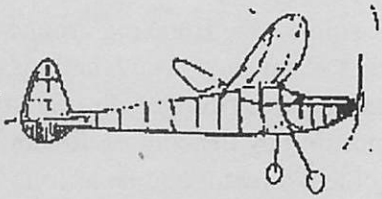
Fall of '94 - I ran (7) OK .049X's - only two of which are worth discussion here. Using the same 5-¼ x 3 T-F nylon prop, I got some interesting readings with decreasing the nitro content in the fuel. 40% = 16.1K; 25% = 16.9K; and finally 15% = 17.4K - apparently OK's do not like nitro? The second engine did 17.3K on 15% the first run. Interesting, Eh what?

Bill Prensky on 3/13/95 - Fuel = 25%; Plug = KB1-S.

Wasp	5.5 X 2 APC prop	12,600K	standard model
Wasp "H"	"	13,900K	
Wasp "H"	"	13,800K	Atwood glo head
Atwood .049	"	15,900K	
Atwood .049	5.7 x 3 APC	14,200K	
Atwood .049	6 x 3 Cox	12,900K	
OK Cub .049	6 x 3 Cox	15,000K	KB1-S glo plug
OK Cub .049	5.5 x 2 APC	18,200K	OK glo plug
Holland Hornet	5.7 x 3 APC	18,300K	
Cox Blk. Widow	5.7 x 3 APC	16,900K	

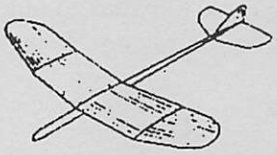
If you have tested any series of engines of this vintage, send along your results and we shall print your data for comparisons - Thanks!





Northern Ohio Free Flight Association

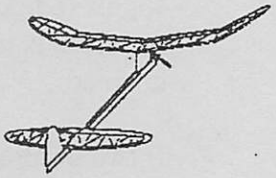
Summer Free Flight Contest



Wright Patterson Air Force Museum Field
Dayton, Ohio

August 5-6, 1995

9:00am to 4:00pm



Saturday's Events	Sunday's Events
A-B Gas **PeeWee 30** **Hand-Held Catapult Glider** **ABC Old Timer - Fuselage** **1/2 A Nostalgia Gas** **Old Time Rubber - Cabin** **P-30/Coupe Combined**	**1/2 A Gas** (Special Time & Rules Format)☆ **C-D Gas** **.020 Old Timer/Nostalgia Combined** **ABC Old Timer - Pylon** **Hand Launch Glider** **ABC Nostalgia** **Old Timer Rubber - Stick**
Junior Hand-Held Catapult Glider **Junior/Senior AMA Power**	**Junior Hand Launch Glider** **Junior Open Rubber**
Starting at 4:30 **3 Person Catapult Glider Team Challenge**	
Starting at 5:00 **.020 Payload** **1/2 A Nostalgia Payload** **.010 R.O.W.** (Rise Off Water)	

High Point Trophy
To be awarded Sunday!
The more you fly
the better your chances!

Entrance Fees: <u>$15.00 Flat Fee</u> covers all events. All Juniors events are <u>FREE!</u> *
** A $.25 AMA fee is required for all <u>non</u>-AMA member Junior participants.*

Contest Directors:

Charlie Jones
32130 Cambridge Circle
Avon Lake, Ohio 44012
(216)-933-7377

Warren Weisenbach
4568 W. 146 St.
Cleveland, Ohio 44135
(216)-671-8623

☆ *1/2A Gas event will start flying a tie breaking round at* **8:30am Sunday morning.**
For rules, please consult with Contest Director.

All WPAFB field rules apply. Observe speed limits and seat belt laws when driving on the base. Chase bike riders must wear helmets and reflective vest.

1/2 A Gas Event Rules

1. A single "Tie Breaking" round will be held at 8:30am Sunday morning or as early as possible at the start of the day. The length of this round will be the minimum time needed to get everyone (all participants) into the air (perhaps 10 minutes for ten to fifteen flyers). Motor run will be set that morning by the contest director (4-5 or 7 seconds). The maximum flight time will also be set by the contest director and be as long as possible given existing wind velocity and direction at the time.
2. Once the "Tie Breaking" round is complete, the flyers will then begin regular Category III flying, up to 6 flights. I.E.... Three 7sec/2min, Two 5sec/2min, and One 4sec/2 1/2min flights.
3. At this point, the event is completed. If two or more flyers have maxed out on the regular Category III flights (6 maxes), the "Tie Breaking" scores are used to determine a winner. If no one has maxed out, the score is just the total of the regular Category III flights and the "Tie Breaking" round is not counted.

   The "Tie Breaking" scores are only used to break a tie.
4. If two or more flyers get a max for the "Tie Breaking" round and also max out for the six Category III flights, They would then have to continue flying the 4 second engine run flights until a winner is determined (just as is done now under category III rules).

The Team Catapult Glider Challenge Cup

The Challenge

Attention members of COFF, CIA, WINGMASTERS, and any other rival clubs, groups, and families or individuals of note. You are challenged to bring your best into action for the fame, glory and honor of claiming the **Catapult Glider Challenge Cup**. This is a competition like no other, with weapon of choice a simple handheld catapult glider. Should your team choose to accept this challenge from the **defending champions of the NOFFA** club, you are warned to be prepared for the battle that lies ahead of you.

The Rules

Teams are made up of three fliers, each having there own glider. Standard handheld catapult gliders, (fixed geometry). Flying starts at 4:30pm Saturday or after the presentation of awards.

One flyer from each team compete per round. Six rounds will be flown. each team member will fly in two rounds, a different team member will fly in each of the first three rounds. A different team member will also fly in each of the last three rounds, the order may be changed from what it was in the first three rounds (each member will make a total of two flights). NO trading of gliders. NO TEST FLIGHTS ALLOWED AFTER THE FIRST ROUND OF FLYING!

A mass launch (3, 2, 1, LAUNCH!) each round. First down gets one point, second down will get two points, third down get three points and so on ... A two minute max per flight, should two or more maxs in the same round occur, then same top score would be awarded. I.E. if there are 5 flyers in a round and 3 of them max, then first down gets 1 point, second down 2 points, and the other three (maxes) each get 5 points. In the case of a tie (two models down at the same time) the points for the two places in question are divided in two. I.E. if the two models are the 3rd and 4th down of 5 gliders, then they would each get 3 1/2 points. The winner still gets 5 points.

This head to head flying should produce some good nature gamesmanship. So sign up NOW writing in your team name (club) and members names. You can only be on one team.

CENTRAL INDIANA AEROMODELLERS

16TH ANNUAL

AMA Sanctioned SAM NFFS

Wright Field
Dayton, OH.

OLD TIMER

Two BIG Days! AND July 22 and 23, 1994

NOSTALGIA GAS

Regional Free Flight Champs

Saturday, July, 22nd (9 - 4 EDST)

- 1/4A Nos Gas
- B/C Nos Gas
- A/B Fuselage O.T. Gas
- Early 1/2A Nos Gas
- Nos Gas Ignition
- Small O.T. Rubber Stick (150°in. max.)
- O.T. HLG

Saturday Eve (4 - 6pm EDST)

- 1/2A FF Antique Gas
- Jimmie Allen Rubber

Sunday, July, 23rd (9 - 4 EDST)

- 1/2A Nos Gas / 1/2A O.T. Gas
- .020 Replica Gas (Old Timer)
- A/B Pylon O.T. Gas
- C Pylon/Fuselage O.T. Gas
- A Nos Gas
- O.T. Rubber Fuselage Comb.-ROG
- Large O.T. Rubber Stick (150-300°in.)

Rules: (2 minute maxes)

Old Timer - SAM rules except approved ignition engines to be used only. No converts, glow, or diesels.

Nost. Gas - NFFS rules with 9 second engine runs. Flyoffs are 7, 7, 5, 5, 5, etc.

Trophies thru 3rd place in all events. Entry Fees are $10 for first event, $2 for each additional event - $24 max! Jr/Sr Free!

WPAFB Rules: Enter via first Gate east of entrance to AF Museum off Springfield Pike. Seat belts to be on to enter and to remain fastened as you drive on the base. Stay away from mid-field installations and AF vehicles. Chase bikes permitted, but helmets and reflective vests are enforced by the Air Force. Fines are possible.

CD: Meredith Chamberlain, 5810 Madison Ave., Anderson, IN 46013
(317) 642-6794

The INFORMER

2348S, 700W
New Palestine, IN
46163

1995 President
Guy Scott

Vice President
Roger Lane

Sec'y/Treasurer
Harry Murphy

Issue No. 2.95

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	*Muncie, IN	FAI Semis for F1A, F1B, and F1C.
	8-9	Bong, WI	FAI & IMAC AMA FF Meet
	15-16	**	
	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 April 24, 1995

(*) Added.
(**) Deleted.