CENTRAL INDIANA AEROMODELLERS

CIA INFORMER

FREE FLIGHT NEWS OF THE MIDWEST

** The Weather **
Cat sleeps with four paws under
- cold weather ahead!

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

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The CIA Annual Banquet of January 27, 1996 - by Mo

..... time again to sit down and write up the results of our Annual Pork-Out! It really pays, to fast for days, 'fore heading to Hagerstown, IN! (You could set that sentence to music...)

This year's bash attracted 60 smiling faces. It's a great time to catch up on the latest mid-winter gossip - both 'people stuff' and 'things stuff'!

The Prelims:

Outgoing pres **Guy Scott** got things started with the traditional kickoff; a time passer/crowd pleaser/nail biter called Distribution of Door Prizes! But the real reason that the ladies attend the banquet is for Mrs. Murphy's Homemade Candies! So good, you ration 'em out (or eat 'em in the closet). How does she do it - year after year? ...

Emcee **Harry Murphy** kept the festivities rolling by first acknowledging some new/old faces: **Mark** and son **Dan Vest** from Muncie, IN (they live on the west edge of the AMA field!); **Bob** and **Pat Placier** from Chillicothe, OH; **Francis Sibley** and friend **Mary Jo** from Powell, OH; **Carl Roland, Charlie Bokers, Brian Murphy** and **Steve Sova.** On a sad note, this year's missing faces included **Wayne Cain** and **Bill Haught** (both modelers died in Dec. '95), and **Ray Hulse** (Jan. '96). All will be missed, as they flew with us a lot !!! Those having recent repairs include **Jack Greene,** sporting his new pacemaker. Now he can't fly at Muncie because he'll screw up all the RC frequencies. Don't be fooled by his signals on your retreival receivers, either!. **Don Boyer** had knee replacement surgery in December. And how about **Bill Hale** basking in the mildew down in Florida!

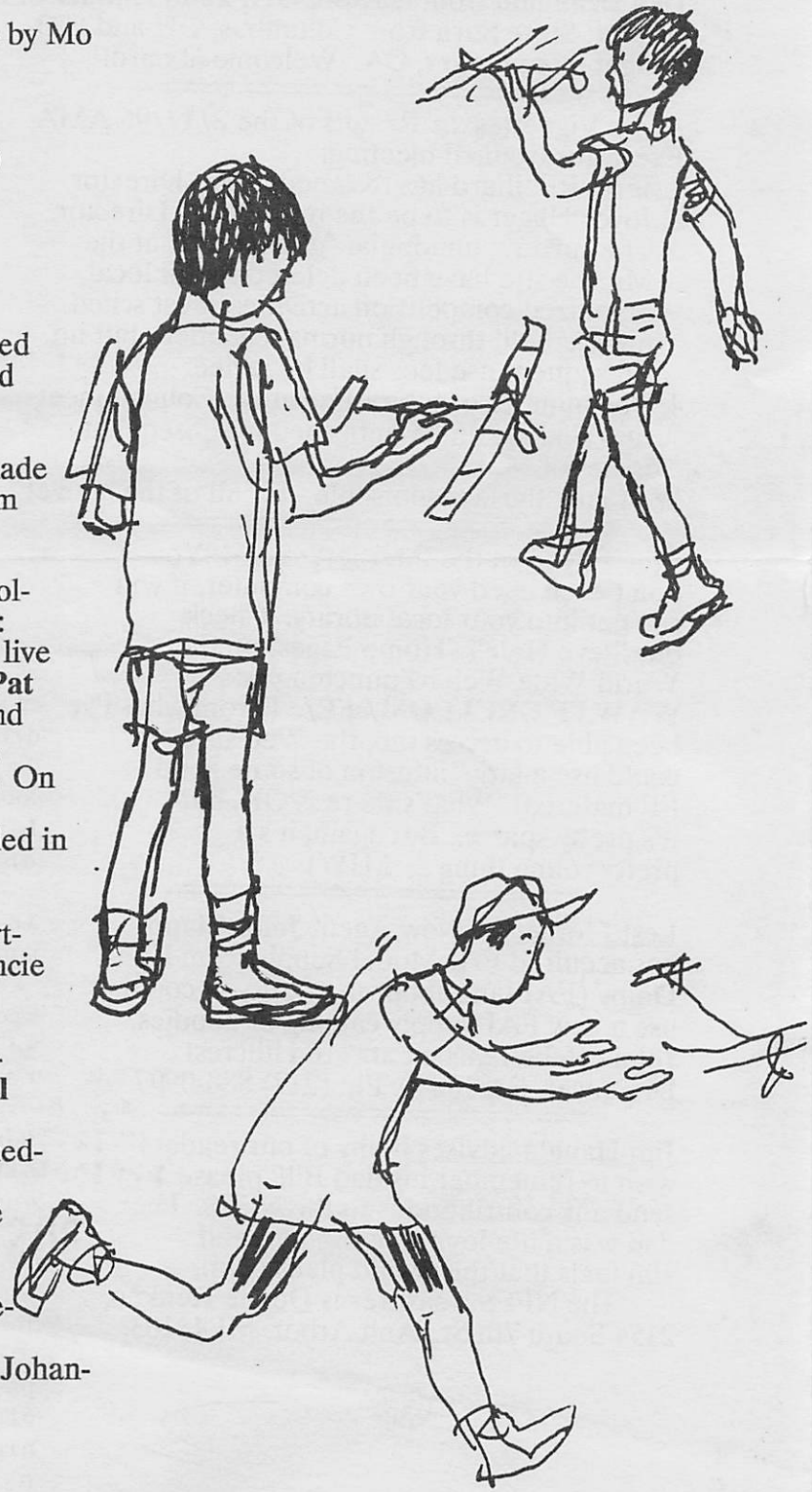
Harry next handed out the 1996 contest schedule - which was changing right up 'til banquet time (see sheet inside), before moving on to the awards.

The Awards:

Now for the hardware ... First the CIA Category Champions:

* AMA Pwr Champ - **Norm Poti** (beat out Bob Johannes by about 100 points!)

(cont'd p.4)



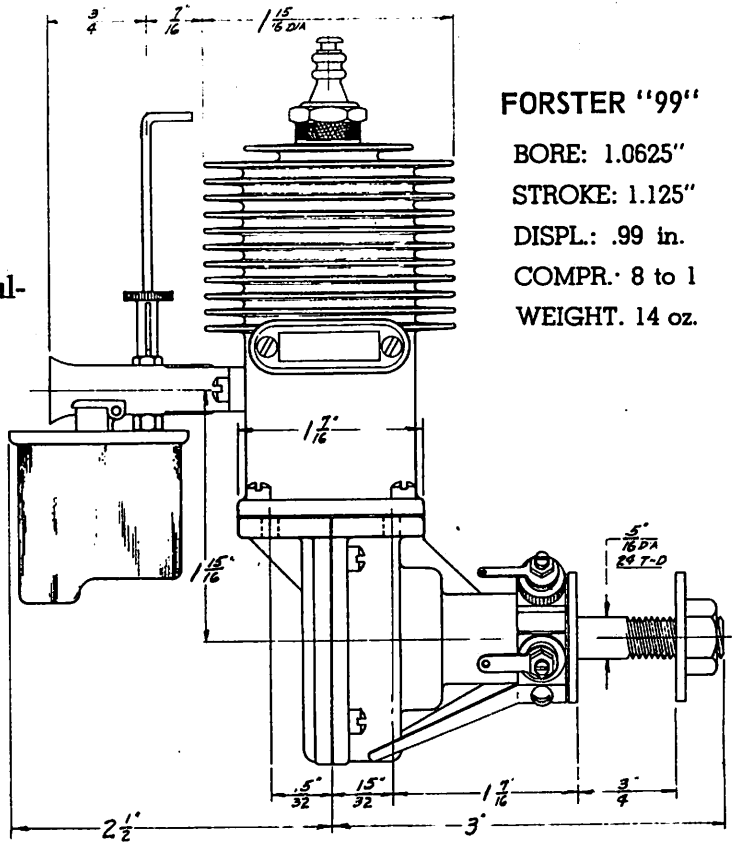
New Officers ... As of Groundhog Day, **Roger Lane** is our President for the 1996 season, **Jim Haught** is our Vice President and **Harry Murphy** retains the Sock!

New Faces ..... How about a big, fat CIA handshake to the following new Agents: **John Clapp** of Sayer, PA; **Larry Davidson** from E. Northport, NY; **Dan Deangulo** from Dayton, OH; **Todd Gunder** of Culver, IN; **Steve Sova** from Columbus, OH and **C.O. Wright** from Exeter, CA. Welcome aboard!!

AMA Vignettes ..... Results of the 2/17/96 AMA Executive Council meeting:

1. Jerry Rouiliard has resigned as Ex. Director.
2. Joyce Hager is to be the interim Ex. Director.
3. The current, unpopular "greens fees" at the Muncie site have been deleted for all local organized competition activities. Just schedule the field through normal channels, but no subsequent use fees shall be levied.
4. The minutes of future Executive Council meetings shall again be published in subsequent issues of M.A.

We thank those responsible - for all of the above!



FORSTER "99"

BORE: 1.0625"

STROKE: 1.125"

DISPL.: .99 in.

COMPR.· 8 to 1

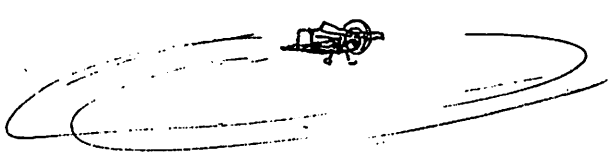
WEIGHT. 14 oz.

Free Flight on the Internet? Sure! You don't even need your own computer, if you can get into your local library. Check out Steve Hale's "Home Pages" on the World Wide Web by punching in: **WWW.FF.GRCI.COM/~FF/**. (From what I've been able to access tho, the Web sure could use a large infusion of some good FF material! What's there is OK, but it's pretty sparse. But again, it's a pretty young thing ... MJW)

Lest I forget ..... New Agent **John Clapp** has acquired FAI Model Supply from Ed Dolby (FAI tan rubber man). If you could use a new FAI Supply catalog or goodies, John can be reached at: 116 Hillcrest Dr., Sayer, PA 18840. Ph: (717) 888-0997

Jim Haught advises if any of our readers wish to remember his dad Bill, please send any contributions to the NFFS. His dad was a life long free flighter, and Jim feels that this would please him.

The NFFS treasurer is Duane Renken, 2154 South 7th St., Ann Arbor, MI 48103.



BUILD MODELS FOR VICTORY

Modelmakers, 16 and 17 years of age and non-draft eligibles, are vitally needed at the Langley Memorial Aeronautical Laboratory of the National Advisory Committee for Aeronautics, Langley Field, Va., to assist in research work on Army and Navy aircraft.

Accurate scale models of airplanes are used in their wind-tunnel and tank testing work and modelmakers with experience are needed.

You will be appointed under Civil Service specifications as an Aircraft Modelmaker and you will be paid in accordance with Civil Service rates.

The appointments must also be made in conformation with the War Manpower Commission Stabilization Plan. This means that all persons now engaged in a vital war industry need not apply.

If you are now attending school apply now for summer employment.

Fill out the attached card. No postage is necessary.

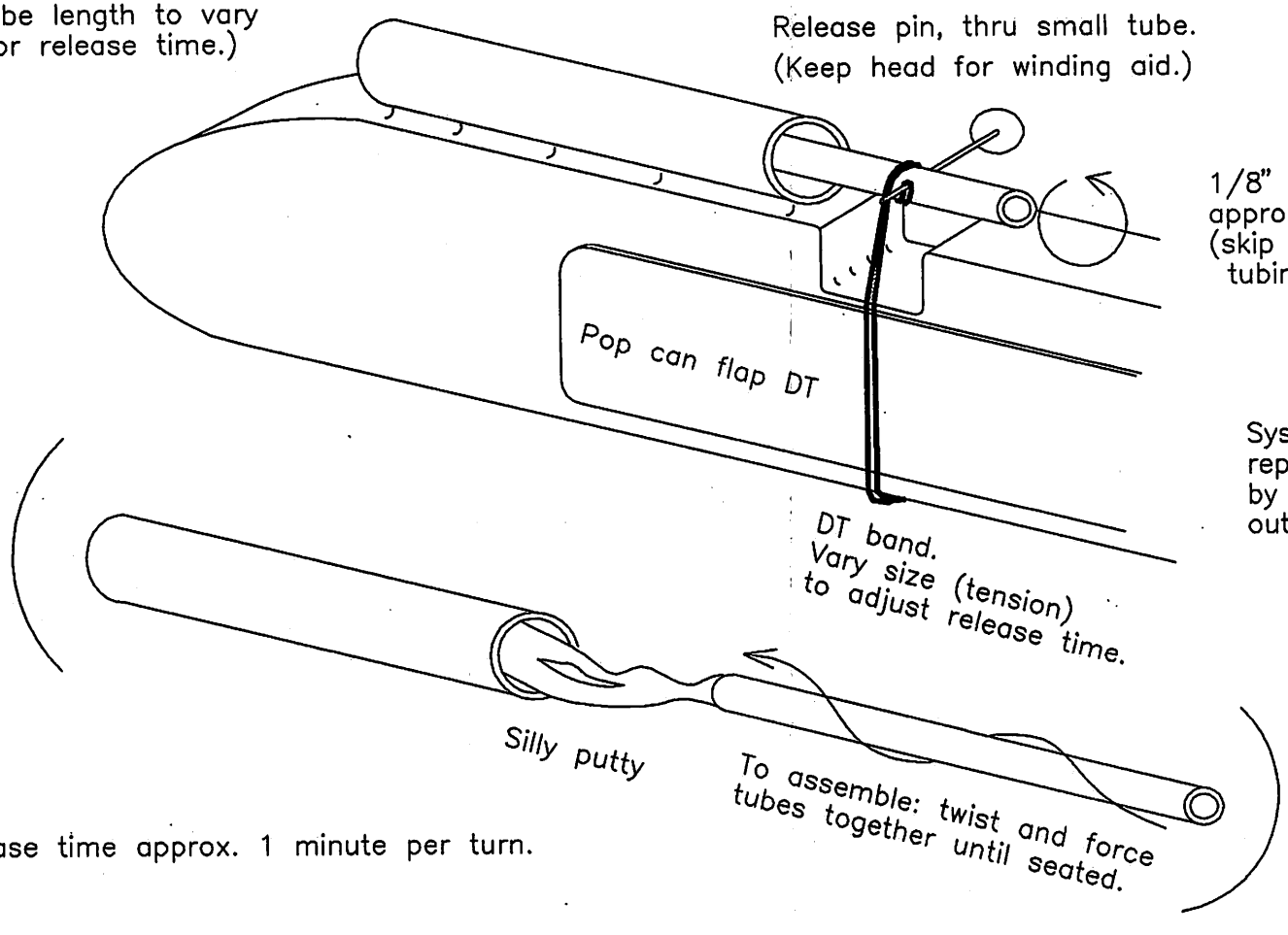
Hurry boys, and girls too, make your hobby pay you back in money and in the satisfaction of helping to do your part. Help our planes fly higher, better and faster than those of the Axis by aiding our research engineers.

Another Twist on the Silly Putty Timer!

by Mo *

A Hand Launch Glider Application ...

3/16" outer tube, approx 1" long.
Plug front end.
(Vary tube length to vary force or release time.)



System works fine as is, but repeatibility can be improved by using a bushing between outer & inner tubing.

Release time approx. 1 minute per turn.

* I'm not sure exactly where this idea originated. I got it from Joe Mekina, via Dick Wood & John Delagrange – who got it from somebody in Phoenix at the S.W. Regionals! ... in the tail of a P–30, I believe ...

(CIA banquet - cont'd.)
* AMA Non-Pwr Champ - **Dan Vest** (1st time in 20 years that a Junior beat out the Open flyers for this award!)
* O.T. Gas - **Dan Harshman** (beat out Bob Edelstein by 50 points -just one more 1st place!)
* O.T. Non-Gas - **Ed Konefes** (beat out Joe Williams by 110 points)
* NosGas - **Keith Fulmer** (1st time ever!)
* Hi-Point (Jr/Sr) - **Billy Reuter III** (about 140 points ahead of his brother!)
* Hi-Point (Open) - **Norm Poti** (his OHLG scores helped him, here!)

... and the **Merit Awards:**
* **Gil Morris** - for being the FAI Hi-Point man in the US this year, plus 3rd in power at this year's World Championships. (only 3 seconds separated 1st & 3rd!!!)
* **Norm Poti** - for his accomplishments in general, and for setting a couple new AMA records, in specific!
* **Gene Bowers** - for setting a PAA-Load record (partially after hours; nearly after dark - using Harry's own design!)

The **Service Award** went to **Moe Whittemore** for grinding out the CIA Informer (but a good chunk of it is still Harry's work! - ed.)

Following the traditional reading of "The Conditions", the **Crash & Burn Award** presentations began. 'Clyde the Glide' has a new look this year! The old trophy got pretty beat this year - looked like Clyde was thrown in the bottom of a flight box, then had tools dumped on him. In addition, there was no more room for the Winners' nameplates so he was restyled and rebuilt. He's all ready now for the next 20 years!

Incredibly, there were very few candidates this year, so the presentation was short and sweet. For crashing a model into an RV up at the Muncie site, breaking out a window and doing about $500 damage - "**Elmer Jordan,** you've been asking for this for a long time"! And Elmer even had the audacity to send the bill to the AMA! (Harry thought Elmer should have gotten a merit award for that ...) Elmer protested, saying that the plane was flying great - the RV just got in the way of the gliding model!

The Guest Speakers:

The first featured speaker at this year's bash was **Gil Morris,** who gave a great rundown of the World Championships at Domsod, Hungary. Goes like this:

Prior to the big trip, California warmup practices of our Power team showed the group to be in pretty fair shape. Once over there in July, additional practice sessions showed the team to be ready to go, other than one crackup of a good Simpson ship.

But the accomodations swap sounded like a Keystone Cops' routine! The original accomodation was a hotel in a resort area, but its all-nite disco drove everybody out, so on to Rakiv. The Rakiv accom's were dorm-like, but climbing 3 flights of stairs with all your equipment many times a day proved to be a bit much! This lasted for about a week, when they were told to get out - the place was reserved for the timers! At this point, 15 local homes were opened up to the flyers. Gil and 4 other team members wound up in a very nice home about 1 mile from the field. It turned out to be a real circus - no one spoke the other's language! As it turned out during the flying, communication with the officials turned out to be a hassle, but in the

end everything turned out fine. (Is there a language lesson to be learned here for future competitions?)

A similar story was related by Dave Thomson: David paid a cabbie in Budapest to lead the way (while David drove his rented car) to Domsod! To find out where everybody was staying, he stopped in a store to ask directions. The woman who ran it looked at the map, jumped on a bike, led him through town and, at the Danube river pointed up the road and said "there"! Finally in the resort area, he finds the hotel with the flyers' sign on the door - **"we've left"!!!**

Domsod's a small, crossroads (dirt roads!) town, but evidence of 'westernization' could be seen - the local kids wore funky t-shirts and their caps backwards. The flying site was sheep grazing land, about 1 X 3 miles on a side - and very windy. All the trees were permanently leaning one way! As it turned out, the wind slowed down for the contest.

Gil said he felt pretty loose during the whole contest - everything went smoothly until the flyoffs. (Agents **Dave Thomson** and **Keith Fulmer** were over there to lend support ...) Power flyoffs reached the 9 minute round (5 made it) but it was getting dark. Flying was to resume at dawn - 5:30AM. They got up at 3:30, figuring it would be pitch dark outside. Surprise - it was like the middle of the day! Test flights at 5:15AM quickly revealed a 90 degree wind shift taking models toward a woods, some landing just short and others overflying it. Luckily, not one model landed in the woods! Gil went first in the flyoff - backing off his engine timer because of a 7.13sec practice run - and winding up with an actual run of 6.5sec's! Gil didn't get his usual great altitude, but everything else looked OK. Randy Weiller launched into different air from the rest, and flew OOS. Had he stayed in sight, Gil felt Randy would've won it all! As mentioned before, Gil wound up 3rd with only 3 seconds separating him from 1st place!

Now for the local color: all meals for the contest were served in a huge tent that seated 500 people. Breakfast was usually 2 hard rolls, head cheese, jam and big yellow Hungarian pepper! The last day they had a breakfast treat -several strips of <u>raw</u> bacon! (Slime McMuffin?) Gil related there were "Coke" signs all over Rakiv. But when he tried to buy one, the reply was "no Coke ..... <u>Pepsi</u>"! Then Gil wound up his presentation by saying he'd gladly do it again, before opening the floor for questions.

Our next speaker was **David Thomson** who gave us the USIC motivational speech! David's been elected to run the show this year. (Last year's manager, Abe VanDover celebrated the new year with triple-bypass surgery!)

Indoor is "civilized" flying. It's indoors, it doesn't rain (except in Cat IV hangars!), it doesn't snow and the wind don't blow! The johns and water fountains work, and when you tire of flying, you can look at the goodies on display (and for sale) at the various stands. He's got a point. There are also various attractions within a short drive of Johnson City - Gatlinburg, Dollywood, the Biltmore Estate in Asheville, N.C., etc. Check it out. The contest runs from May 29 thru June 2.

The festivities were brought to a close with the giving of the traditional gift to the outgoing president.

That'll do it for another year.
See you on the field or in the fieldhouse in '96! - MJW

ANDERSON-MUNCIE AREA LODGINGS - 1996

MUNCIE AREA

**AMERIHOST OF MUNCIE
(317) 282-0600
3011 W. Bether Ave.
Muncie, IN 47304
S $59 D $59
(Must inform of AMA Membership to receive disccunt)

BESTWAY INN
(317) 288-3671
4000 N. Broadway Ave.
Muncie, IN 47303
S $23 D $32

BUDGET MOTEL
(317) 289-2239
821 E. 29th St.
Muncie, IN 47305
S $25 D $30

COMFORT INN
(317) 282-6666
4011 W. Bether Ave.
Muncie, IN 47304
S $40.95 D $49.95
Jacuzzi, Game Room, Indoor Pool & Cont. Breakfast.

THE COUNTRY INN
(317) 750-5020
St. Rd. 67 S RR# 8
Box 295
Muncie, IN 47302

DAYS INN
(317) 288-2311
3509 N. Everbrook Ln.
Muncie, IN 47304
S $34-48 D $38-50
Cont. Breakfast, Pool

DICE'S MOTEL
(317) 288-5559
1201 E. 29th St.
Muncie, IN 47302
S $25 D $27

ECONO MOTEL
(317) 288-5559
1201 E. 29th St.,
Muncie, IN 47302
S $25 D $27

HILL TOP MOTEL
(317) 288-3696
4701 S. Walnut St.
Muncie, IN 47302
S $22 D $26

**RAMADA INN
(317) 288-1911
3400 S. Madison St.
Muncie, IN 47302
S $47 D $52 (AMA discount w/card)
Outdoor pool. Rest. & Lounge
(Formerly Holiday Inn)

**HOTEL ROBERTS, INC.
(317) 741-7777
420 S. High St.,
Muncie, IN 47305
Starts at $45
(AMA discount, inform hotel when making reservations, and must show membership card)
Indoor Pool, Jacuzzi, Rest. & Lounge

LEES INN
(317) 282-7557
3302 N. Everbrook Ln.
Muncie, IN 47304
King $58 Queet $51
Free Cont. Breakfast

MAPLES MOTEL
(317) 284-2493
St. Rd. 67 S, 700 W.
Fuson Rd-300 S. Muncie, IN 47302
S $19.80 D $28.60

MUNCIE INN
(317) 282-5981
414 N. Madison St.
Muncie, IN 47305
S $30 D $38

PEACHTREE INN
(317) 288-9953
2000 N. Broadway
Muncie, IN 47303
S $29
Pool, Rest. & Lounge

PITTENGER STUDENT CENTER HOTEL
(317) 285-1555
Ball State University
2000 University Ave.
Muncie, IN 47306

SIGNATURE INN
(317) 284-4200 or
1-800-822-5252
3400 Chadam Ln.
Muncie, In 47304
Outdoor Pool, Free Breakfast Express

SUPER 8 MOTEL
(317) 286-4333
3601 W. Foxridge Ln.
Muncie, IN 47302
S $35.88 D $42.88

SUPER 8 MOTEL
(317) 378-0888
I-69 & St. Rd. 67
Daleville, IN 47334
S $36.88 D $38.88

BED & BREAKFAST

ELIZABETHAN INN
(317) 289-9449
3100 W. Godman Ave.
Muncie, IN 47304

BED & BREAKFAST

OLE BALL INN
(317) 281-0466
1000 Wayne Street
Muncie, IN 47304

ANDERSON AREA

HOLIDAY INN HOLIDOME
(317) 644-2581
5920 Scatterfield Road
Anderson, IN 46013
S $53

BEST INNS OF AMERICA
(317) 644-2000
5706 Scatterfield Road
Anderson, IN 46013

BEST WESTERN STERLING HOUSE
1-800-528-1234
Local (317) 649-0451
5901 Scatterfield Road
Anderson, IN 46013
S $46

LEES INN
1-800-733-5337
Local (317) 649-2500
2114 E. 59th St.
Anderson, IN 46013
S $47

MOTEL SIX
(317) 642-9023
5810 Scatterfield Road
Anderson, IN 46013
S $25

COMFORT INN
(317) 644-4422
2205 E. 59th St.
Anderson, IN 46013
S $29

MARK MOTOR INN
(317) 642=9966
2400 SR 9 South
Anderson, IN 46016

NEW CASTLE AREA

BEST WESTERN RAINTREE INN
(317) 521-0100 or
1-800-528-1234
2836 S. St. Rd. 3
New Castle, IN
Rest. & Lounge, Outdoor Pool

**AMA RECOMMENDED LODGING WITH SPECIAL RATES TO AMA MEMBERS.

AREA CAMPGROUNDS

PRAIRIE CREEK RESERVOIR
Betty Mansfield (317) 747-4872
County Rd. 575 & Windsor Rd.,
Muncie, IN 47302

TIMBERLINE RANCH
(317) 378-5909
3230 E. Cty. Rd. 75 N
Anderson, IN 46017

BIG OAK CAMPGROUND
Fred & Joyce Miccum
(317) 358-3523
RR #7 Box 162
Muncie, IN 47303

MEL-MAC CAMPGROUND
Melvin Crawford
(317) 789-6091, RR1 Bx 175
Albany, IN 47320

STATE PARKS

Mounds State Park
(317) 642-6627
4306 Mounds Rd.
Anderson, IN 46017

Summit Lake
(317) 766-5873
5993 N. Messick Rd.
New Castle, IN 47362

AREA MOTELS - 1996

This may well be the final time that we devote a/l space to this subject as most have been to Muncie enough times by now to know their way around. Therefore, out-of-towners may wish to clip this page for future reference if they are planning on attending any events there anytime soon. We had a few comments from modelers last year who said they did not attend one event or another because there did not seem to be any motel rooms available. Well, don't believe it! We have heard of offstreet walk-ins having been given rooms right away while their own phones have been turning folks away. Yeah, it's crazy, but we have no control over motels run their business. Our best advice is to call for advanced reservations NOW, then cancel later if you find you cannot make it. Also realize the rates listed here are not too accurate, but give you an idea as to what to expect. In addition, note the close-to-the-field Holiday Inn where many stay is now a Ramada Inn. The phone number is the same. See ya all downwind at Muncie when it gets more sunny! - and warmer...

THE OHLSSONS - PART I IMPROVING PERFORMANCE

Never has any one brand of model engine been more popular than the Ohlsson family of gasoline fueled powerplants. Sizes 19,23,29,33 and 60 C.I.D. were produced at various times from the 30's to the 50's with a number of modifications included. The primary modification to the Ohlsson line came about in the immediate post-war era when the "side-port" intake configuration was replaced by the more modern "front rotary valve" concept (FRV) and there were even variations herein as well. Some were improvements, some were not.



The purpose of this series is not so much a history of the brand, but more along the lines of getting various specimens still remaining to perform to their maximum potential by making revisions and improvements that anyone can do with a few basic hand tools and a little patience. Some may take exception to my opinions as to the various operations I may suggest, but it is what I do to improve the performance of my own Ohlssons - so I shall pass the info on for what it is worth. I hope you readers will enjoy the trip.

I certainly did not acquire my total knowledge in this regard overnight, nor do I claim much to be my original ideas as the suggestions of others greatly contributed to this project. Anyway, 'tis all about having fun with model aero-toys and let's keep it that way.

Being a S.A.M. movement competitor since the organized rebirth of the ignition concept began around 1960, I have utilized many of the better original brands of engines for competition purposes over the years. This would include Ardens, Bantams, DeLongs, Forster's, K&B's, as well as Ohlsson. My initial evaluations of Ohlssons began some years ago with the .29 size. Having given up on Forster 29's and K&B .29's for various reasons of dependability and comparative weight, I zeroed-in on the lighter weight O&R 29. I found some ran better than others, then locked inside and began to see why. Some improvements were obvious, some would take some experimentation, and some might be pure guess-work, but the challenge was there.

Ohlssons, per se, were intended for mass production, to be relatively inexpensive to purchase, and to perform satisfactorilly, plus the goal was to place two or three, or more engines in every model workshop across the nation. The quality was as good or better as comparatively priced brands, but as we will find out, it could have been much better with a little more due care in the original production process. I realize that corrective criticism is futile when coming almost 50 years too late, but fixing the errors is what this article is all about.

If the power of an O&R can be made to approach that of its competitors, the big advantage to using an O&R .29 is less weight. A Forster (BB with metal tank) signs-in at 8 oz., a DeLong 30 pegs the needle at over 8-1/2 oz. Whereas in contrast, the O&R 29 (with the manufacturers teardrop metal tank) logs only a mere 6 oz. On many a model the weight savings might be significant in resulting in a competitive flying machine. At any rate, the 29 became the initial guinea pig in efforts to finding additional rpms within the O&R designs. So, we shall review it first.

To eventually assess what we gain by re-working any engine, it should initally be run with a given fuel mixture, on a given prop, and resultant

rpms tached and recorded before the engine is to be taken apart. Also observe the engine for any oil leaks, particularly under the lower steel cooling fin above the by-pass section on the crankcase, while it is running. As it runs out a tank of fuel record the rpms and note if the engine slows down as it nears the end of its run. (I use a 2 and 1 unleaded gas and 70 wt. oil fuel mixture and a Top Flite 10-5 wood prop for all 29/33 evaluations.)

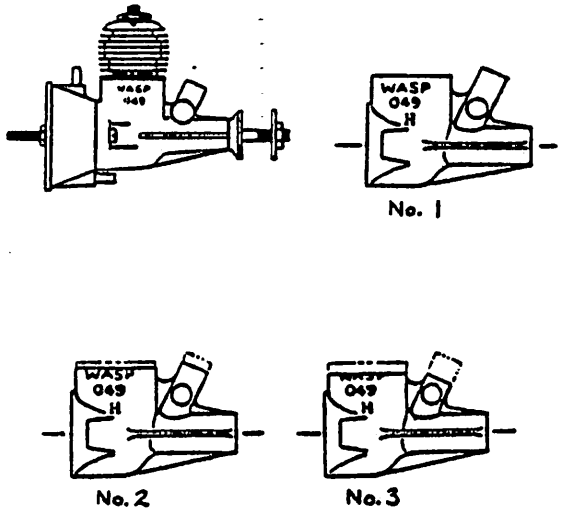
You will need to have a couple of items on hand before you even take the engine apart. They are a package of JB Weld epoxy mix and a small bottle of thread locking compound such as the Loctite brand. Small files, drills, etc. you probably already have on hand. Our specimen 29 engine should retain good compression as there is nothing that we can do in our workshop that will improve engine compression. Compression can be improved by replating the piston, but we cannot do this in most model workshops, but we will tell you where to have it done later on if you need this service. However, let's do our thing first.

O&R .29 - For our purposes, we shall only discuss the O&R .29 upright aircraft engines and shall ignore the race car, marine, and inverted specimens for simplification. There were basically three upright aircraft O&R .29 versions that I am aware. They were ignition and glow versions of the plain aluminum head fin engine, plus another glow version with a blue anodized head. The latter is a "bummer" for our purposes and we shall see why shortly.

After an initially running and the recording of any oil leaks and resultant rpms on the given prop as previously suggested, we can disassemble our specimen. (As a comparison, initial rpms should have been around 8,500 to 9,000. We hope to eventually jack that up to 10-11 K. This would make our O&R better than most Forsters and as good as many K&B's - while 2 oz. lighter in weight.) Upon removing the crankcase front, note a few items before further disassembly. (To be continued)

EARLY 1/2A NOSTALGIA GAS - The WASP

The adjacent info was recently published in a CAAMA newsletter and is a reprint of a 30 year old article which is still of interest. Wasps were the engine that most early glo designs of the 175 to 200 sq. in. wing area size were built around. The engine was not the most powerful compared to later offerings such as the improved Atoods and Hornets, but served its purpose well. Any Wasp that would turn 14,500 on a Top Flite 5-1/4 -3 nylon prop was considered great. Personally, I retain specimens of all four versions, but cannot say that any one version is better than any other. I did notice that none had much of an appetite for nitro. 5-10% is a plenty.



Four different Wasp engines were produced. One by Bill Atwood and three versions by Bob Holland. Shown above are the crankcase variations for the Holland Wasps.

Atwood .049 Wasp (This engine is fairly common).
No. 1 Holland .049 Wasp (This one is harder to locate).
No. 2 Holland .049 Wasp (This is the more plentiful version of the Holland Wasps).
No. 3 Holland .049 Wasp (This one takes some shopping for).

All three Holland Wasps have a "H" stamped on the side of case as shown above. Note the short intake on #2 and even shorter intake on #3. Another change was the facing off the top of the crankcase on #2. Even more on #3 until it touched the top of the letters. Also the cylinder on #3 was black oxide treated.

The above information is from John H. Krickel's old 1966 .049 newsletter.

Bill Haught, 79, passed away at years end. A long-time member of Southwestern Ohio Free Flight club (SWOFF) of the Cincinnati area, Bill and his favorite RAM ROD models were often seen at early WPAFB contests. Bill and his family traveled from Cincinnati to Texas and California with the K-Mart organization for a number of years, and had returned to Cincinnati upon his retirement.

Our deepest sympathy go to his lovely wife, Dorothy, and son Jim and his young family. He shall be missed.

FAI MODEL SUPPLY - Under New Management

The "BRAINBUSTER" n/l carried a notice that Ed Dolby has relinquished the helm of FAI Model Supply, a long-established hobby supply-by-mail-order-house, to John Clapp. The new address is: P.O. Box 366, Sayre, PA 18840-0366. The phone/fax is (717) 882-9873. Send $2 for the latest catalog. No free flighters collection of hobby supplies catalogs is complete without one. HSM

FAI Model Supply - "THE" source for fresh rubber!

1996 AMA NATS EVENT SCHEDULE

Phil Sullivan pinned this to my typewriter a few days ago.Sez he got it from AMA NATS CD, Abram Van Dover. The NFFS sponsored events are missing, but I assume they will show up soon. If I remember correctly, this is the year that the NFFS Nostalgia National Champs are supposed to be staged east of the "Big Muddy". Spring is on the way!

Mon. July 22, 1996	Tue. July 23, 1996	Wed. July 24, 1996	Thu. July 25, 1996	Fri. July 26, 1996
1- Soaring 2 Meter 2- Free Flight B Gas, Payload, Electric B, F1A (A-2), C Nos. Gas, Moffett	1- Soaring 2 Meter 2- Free Flight D Gas, Mulvihill, Electric A, F1C (lrg power) 3- Free Flight B Nos. Gas, Ign Nos. Gas (Comb), Jetex	1- Soaring Unlimited 2- Free Flight C Gas, Cargo, H/H Cat Gldr J(SO), Dawn Ultd, F1B (Wakefield) 3- Free Flight A Nos. Gas, PAA-Load (comb), Early 1/2A Nos. Gas	1- Soaring Unlimited 2- Free Flight A Gas, ABCD Gas (Jr Only), HL Gldr J(SO), CO2 (comb) 3- Free Flight F1G (coupe), F1J (small power) 4- Free Flight 1/2A Nos. Gas, Korda '39 Wakefield	1- Soaring F3B, Nostalgia, Scale (Freq share w/ electric) 2- Free Flight 1/2A Gas J(SO), P-30 J(SO), F1H (A-1) J(SO) 3- Free Flight 1/4A Nos. Gas, Pee Wee 30 4- Electric Events (freq share with soaring)

COVERING CAPERS

This subject continues to arise anew from time-to-time as new products pop-up and model builders experiment with various ideas and techniques. Here is a few:

I caught this one mentioned in a SATELLITE n/l - where this guy has a 750 RAM ROD with double-covered wing and stab of medium silkspan and clear Micafilm dyed eith water color ink. Claims are "a pucker-proof skin with a tautness equal to nothing you've ever felt before"."Bulletproof and Warp-proof" were a couple of additional adjectives used. Nothing was said about the adhesive used or whether it was also applied to the silkspan covering over the adhesive used or whether it was also applied to the silkspan covering itsa RAM ROD with open areas. If any design ever needed a "taut" covering, those center-of-the-rib-spars.

I finally tried Z-POXY (ZAP product) sheet covered fuselage finishing process that an R/C'er told me about. That is, thin the epoxy-mix 100% with denatured alcohol and apply with a cosmetic sponge. Let'r set about 3 days and lightly sand I found a second coat gives best results. HSM

1996 AREA CONTEST CALENDAR

The contest calendar for the ensuing outdoor flying season has seen extensive revisions, additions, corrections, etc. since last we went to press to the point that all previously dated schedules should be ash-canned in lieu of the one included in this issue.

Essentially, the June 1/2 COFFC meet to be held at Muncie was inadvertantly omitted the last time. We apologize to the COFFC for that oversight. The CIA 9-21/22 Fall meet has now been relocated to the 14/15 weekend of September. It appears the AMA no longer respects their own "traditional date" feature and is now blessing date requests on a first come, first served basis. Thus, our traditional 3rd-weekend-of-September date went to an R/C affair who supposedly requested the dates sooner than we did. Whatever....

The Canadians have requested that we add four contests that are to be held in Ontario in case some vacationers might be interested. Also, Brooks Goodnow asked that we make notice of his 3-day bash of August 9-11 at Fayette, NY.

The latest info we have on the SAM CHAMPS places it at Pensacola, FL on October 10-14. Since this places it in rather close proximity to the Lawrenceville, IL FF meet of 10-6/7, Bud Brown has decided to move his fall feature to a week earlier thereby now taking root on the weekend of 9-28/29.

Anyhow, carefully review this latest listing and cross-check it with your vacation schedules accordingly. See ya downwind somewhere! HSM

CIA FACT!

Whereas only 230 "INFORMERS" were distrbuted last time carrying the notice that Meijers stores now carried "worm blowers" in their fishing tackle area, it was interesting to note that 287 FF'ers received "worm blowers"as Xmas presents. (Worm blowers were 2nd in popularity to the new Barbie doll, Salad Shooters, and Black and Decker "snake lites")...

THE NEW NOS GAS LEGAL 1/2A ENGINES

You may or may not know about all the finite print relating to the rules governing new 1/2A engine specimens recently approved for Nos Gas competition, but it is important that we all get them down pat to offset any subsequent on-the-field controversies next flying season. As I understand, they are as follows:

First, the new Cox "Killer Bee" .049 and .051 are now officially approved as Nostalgia Gas legal. No modifications are permitted as engines are to be used out-of-the-box "as is". (Engineman Bo Clinton has been quoted as saying that they are as about as good as they will ever be anyway). However, use only the low compression #325 Cox glow head in the "KB's" and Holland Hornet as well (Galbreath replacement plugs and retainer meet this requirement). Cox recommends that KB's be run on 50% nitro and separate testing has verified that.

Whereas the Cox $1702 hi-copression head is a "no-no" for use in KB's and Hornets, they are permissible in all other Cox rear intake reedvalve engines. You can quickly identify these by their telltale knurled ring atop the plug. The surface atop the low-compression #325 plug is smooth.

The non-reed valve front rotor Cox "Medallion" has alsobeen officially OK'd but must utilize the low-comp #325 plug as well. Bob Beecroft is supposedly taking orders for an .051 running mate for the .049 as he has a commitment from Cox that if he can whip up orders for at least 100 engines they would submit to a one-time production run. Interested parties need to send a self-addressed postcard to Bob and indicate how many engines you wish to purchase. The address is: Bob Beecroft, 1014 Daisy Court, Carlsbad, CA 92009-4846. You shall be notified by your returned postcard when your order becomes available. My guess is the "run" will have be much larger just to take care of those shelf-hoarding engine collectors - Ha! HSM

FOR IGNITION FLIERS ONLY! - Here is an amazing revelation which is certainly news to me! What is even more amazing is that the source is accredited to Bob Laybourne who I never figured knew anything that I did not already know (... only kidding).

Anyhow, I stumbled on this message in a CAAMA newsletter who admits to nabbing from a SAM Chapter 26 newsletter. I tried it - and it works ! I now wonder how many sets of flight batteries and coils I have discarded over the years thinking they were faulty? (Now, I gotta check-out about three-dozen ignition installations to see how many I should criss-cross the coil wires.)

HSM

SOME RED HOT IGNITION INFO!

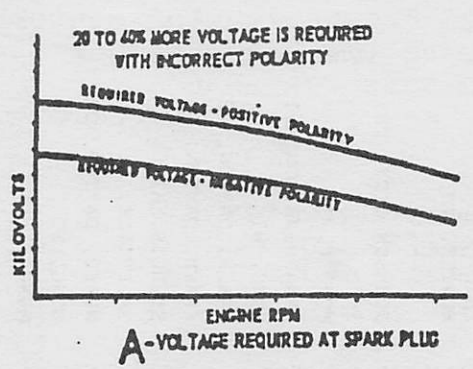
Bob Laybourne pulled the following article out of his drawers (filing cabinet drawers)

To keep the required firing voltage of the ignition system as low as possible, the ignition coil must be connected for the correct polarity. The primary terminals of the coil should be connected so that the polarity markings correspond to the polrity of the battery, with the distributor connection considered as the ground. This will cause current flow through the spark plug fromthe center electrode to the ground electrode. This spark polarity, or secondary polarity, requires a lower voltage to fire the spark plugs since the electrons will be emitted from the hotter center electrode more easily than from the cooler ground electrode.

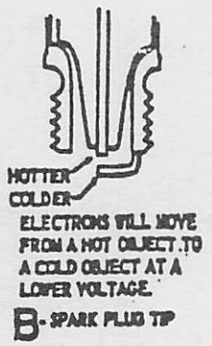
If secondary polarity is reversed, 20 to 40 percent more voltage is required to complete the secondary ignition circuit.

The polarity of the ignition coil can be checked with the aid of a voltmeter.

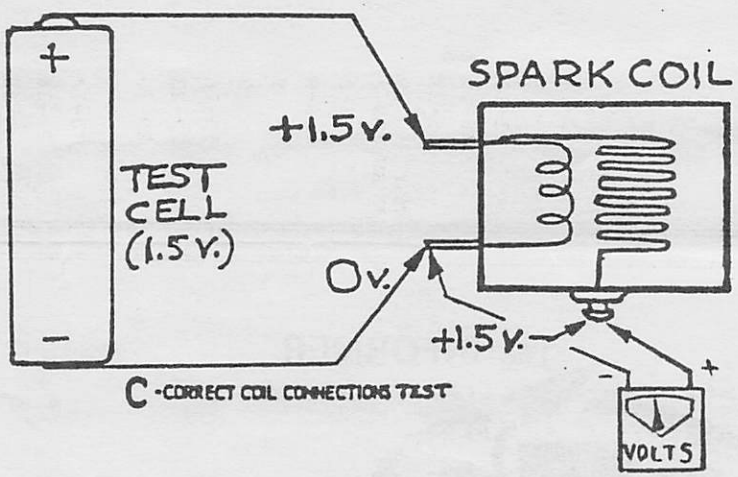
Ignition coils are not wound as negative or positive coils. Since all spark plugs have a positive ground, regardless of whether the vehicle's electrical system is negative ground or positive ground, it is advisable to make the spark plug polarity test every time service is performed on the ignition system or whenever the battery cables have been disconnected.



A - VOLTAGE REQUIRED AT SPARK PLUG



B - SPARK PLUG TIP



C - CORRECT COIL CONNECTIONS TEST

(Further notes by Jim Alaback:) This article from Bob Laybourne was originally published by the Ignition Manufacturers Institute, except for Part C of the above diagram, which I re-drew to substitute a model airplane coil test set-up for the automotive ignition system shown in the original.

Part C of the drawing shows a 1.5 volt cell for the test. (I used a glow ignition battery.) Hook the battery leads to the coil primary terminals. Using a voltmeter, determine the correct polarity as follows:

1. If you read 1.5 volts at the high tension terminal, you have the primary terminals hooked up to get the desired polarity of the secondary. Mark the coil near the positive primary terminal of the coil with a "+" sign so you can connect it up the same way again when you wire the coil into your model ignition circuit.

2. If you get zero voltage at the high tension terminal, this is backward from what you want. Reverse the leads to the coil terminals, verify 1.5 volts on the high tension terminal, and mark the corrected polarity per paragraph (1.) above.

The same test can be used with a coil already wired into the model. The test can be done with a test battery as above if the ignition switch is open. Alternatively, the engine ignition switch and ignition points can be closed to make use of the flight battery for the test, in which case the observed voltage will be that of your flight battery instead of the 1.5 volts shown in the diagram..

Of course the coil will operate with the primary polarity hooked up either way, but if the automotive information holds equally true for a model ignition system (as I believe it does) your system will be 20% to 40% more effective when hooked up with the desired polarity.

The INFORMER

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2348S, 700W
New Palestine, IN
46163

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Roger Lane

Vice President
Jim Haught

Sec'y/Treasurer
Harry Murphy

Revised 1-27-96

1996 C.I.A. AREA CONTEST CALENDAR

JAN	27	HAGERSTOWN, IN	C.I.A. WINTER BANQUET
APR	12-14	TOLEDO, OH	R/C EXPO
MAY	5	COLUMBUS, OH	MECA COLLECTO
	11-12	--	MOTHER'S DAY WEEKEND
	18-19	MUNCIE, IN	THERMALEERS FF MEET
	25-27	--	MEMORIAL DAY WEEKEND
MAY THRU JUN	29 2	JOHNSON CITY, TN	USIC/AMA INDOOR NATS
	1-2	MUNCIE, IN	COFFC FF MEET
	8-9	GANANOQUE, ONTARIO	SAM 86 FF MEET
	9	BONG, WI	AERONUTS O.T. FF MEET
	9	WPAFB, DAYTON, OH	(PRACTICE SESSION)
	15-16	WPAFB, DAYTON, OH	FFMAS FF MEET
	22-23	STURGIS, MI	M.A.M. O.T. FF MEET
	29-30	GALEVILLE, NY	EASTERN FF CHAMPS
JUL	6-7	WPAFB, DAYTON, OH	C.I.A. O.T. & NOS GAS FF MEET
	13-14	BONG, WI	FAI INVIT/IMAC (SUNDAY)
	22-26	MUNCIE, IN	AMA FF NATS/USOC
	28		
AUG	3-4	WPAFB, DAYTON, OH	NOFFA FF MEET
	9-11	FAYETTE, NY	EMPIRE STATE FF CHAMPS
	11	STURGIS, MI	M.A.M. JIMMIE ALLEN POSTAL. OLD TIMERS RUBBER, SLAG ENGINE.
	13-15	GANAOQUE, ONTARIO	GREAT GRAPE GATHERING FF & RC ASSIST MEET
	18	BONG, WI	AERONUTS O.T. FF MEET
	17-18		
	25	BONG, WI	MIDWESTERN STATES FF MEET
	31-2	--	LABOR DAY WEEKEND
SEP	7-8	GANANOQUE, ONTARIO	EASTERN CANADA OPEN FF & RC ASSIST MEET
	14-15	MUNCIE, IN	C.I.A. FALL REGIONAL FF MEET
	21-22		
	28-29	LAWRENCEVILLE, IL	TRI-CO AERO CLUB FF MEET
OCT.	5-6		
	10-14	PENSACOLA, F.	SAM CHANPS
	19-20	WPAFB, DAYTON, OH	(PRACTICE SESSION)
	26-27		
NOV.	3	COLUMBUS, OH	MECA COLLECTO

SEND ANY COMMENTS TO H. S. MURPHY, 3824 OAKWOOD BLVD., ANDERSON, IN 46011, (317) 642-7377 ASAP.